

DEPARTMENT OF TRANSPORTATION

DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

November 19, 2020

Bradley Furuya
City of Los Angeles Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

RE: 11973 San Vicente Boulevard Project –
Notice of Preparation of an Environmental
Impact Report (NOP)
SCH # 2020110210
GTS # 07-LA-2020-03423
Vic. LA-2/PM: 2.43

Dear Bradley Furuya:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced NOP. The project consists solely of the demolition of the existing 13,956 square foot building, which is a City of Los Angeles Historic-Cultural Monument (i.e., the Barry Building). The building has been vacant and fenced since 2017. No future development is proposed or considered as part of the project. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

The project is located within 2 miles of the Interstate 405 and Interstate 10. From reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. Therefore, the following information is included for your consideration.

Any transportation of heavy demolition equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. Caltrans recommends that the project limit demolition traffic to off-peak periods to minimize the potential impact on State facilities. If demolition traffic is expected to cause delays on any State facilities, please submit the Construction Traffic Management Plan detailing these delays for Caltrans' review.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS # 07-LA-2020-03423.

Sincerely,

A handwritten signature in cursive script that reads "Miya Edmonson".

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director



December 15, 2020

Bradley Furuya
City of Los Angeles, Department of City Planning
221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012
Bradley.Furuya@lacity.org

Subject: Comments on the Notice of Preparation for the 11973 San Vicente Boulevard Project, SCH #2020110210, Los Angeles County

Dear Mr. Furuya:

The California Department of Fish and Wildlife (CDFW) has reviewed the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) from the City of Los Angeles Department of City Planning (City; Lead Agency) for the 11973 San Vicente Boulevard Project (Project). Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW's Role

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State [Fish & G. Code, §§ 711.7, subdivision (a) & 1802; Public Resources Code, § 21070; California Environmental Quality Act (CEQA) Guidelines, § 15386, subdivision (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (Id., § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect State fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA (Public Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code, including lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take", as defined by State law, of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), or CESA-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish & G. Code, §1900 et seq.) authorization as provided by the applicable Fish and Game Code will be required.

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 2 of 9
December 15, 2020

Project Description and Summary

Objective: The approximately 0.61-acre Project site is currently developed with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The existing building is a City of Los Angeles Historic-Cultural Monument (HCM) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed; however, the fourth on-site palm and two street trees located along San Vicente Boulevard would remain. No future development of the site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

Location: The Project site is located at 11973-11975 San Vicente Boulevard in the Brentwood-Pacific Palisades Community Plan area of the City of Los Angeles, approximately one mile west of Interstate 405 and two miles north of Interstate 10. Los Angeles County Assessor's Parcel Numbers (APN) associated with the Project is 4404-025-008.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City in adequately identifying, avoiding, and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and wildlife (biological) resources. CDFW recommends the measures or revisions below be included in a science-based monitoring program that contains adaptive management strategies as part of the Project's CEQA mitigation, monitoring and reporting program (Public Resources Code, § 21081.6 and CEQA Guidelines, § 15097).

Specific Comments

- 1) Bat Species. The Initial Study (IS) for the proposed Project states that at least three palm trees will be removed as part of Project activities. A review of California Natural Diversity Database (CNDDDB) indicates occurrences of silver-haired bat (*Lasionycteris noctivagans*) in the immediate vicinity of the Project site. 24 bat species occur in the south coast ecoregion of the State, indicating the importance of the region to bat diversity (Miner and Stokes 2005). Despite the high diversity and sensitivity of bats in Southern California, numerous bat species are known to roost in trees and structures throughout Los Angeles County. Project activities may have the potential to adversely impact bat populations within the vicinity.
 - a) Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs., § 251.1). Project construction and activities, including (but not limited to) vegetation removal, increased noise, and ground disturbing activities, may have direct and/or indirect impacts on bats and roosts.
 - b) CDFW recommends the DEIR provide a thorough discussion and adequate disclosure of potential impacts to bats and roosts from Project construction including (but not limited to) disturbances to vegetation, trees, and structures; demolition; grading; and excavating. If necessary, to reduce impacts to less than significant, the DEIR should provide bat-specific avoidance and/or mitigation measures [CEQA Guidelines, § 15126.4(a)(1)].

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 3 of 9
December 15, 2020

- 2) Tree Replacement. Appendix A: Tree Report of the IS indicates that there is a total of six existing trees planted on the Project site. At least three of those six trees are to be removed as part of the proposed Project. Among those three trees are a Chinese windmill palm (*Trachycarpus fortunei*), a king palm (*Archontophoenix cunninghamiana*), and a queen palm (*Syagrus romanzoffiana*), all non-native ornamental trees. The Tree Report does not list any protected or sensitive species. In urban environments such as this Project site, small pockets of green space and trees are vital habitat to local wildlife. Bats have been shown to utilize palm trees as habitat for roosting throughout the Los Angeles region. Tree trimming activities (e.g., palm skinning) can impact bats that attempt to roost in landscape plantings (Miner and Stokes 2005). Tree trimming and removal are also likely to impact bird species found to be nesting or foraging among street trees. Habitat loss is one of the leading causes of native biodiversity loss.
 - a) To compensate for any loss of trees, CDFW recommends replacing all non-native trees removed as a result of the proposed work activities with at least a 1:1 ratio with native trees. CDFW recommends replacing native trees with at least a 3:1 ratio with a combination of native trees and/or appropriate understory and lower canopy plantings.

- 3) Nesting Birds. As stated in the Tree Report, at least three on-site trees will be removed as part of the proposed Project. This vegetation may provide potential nesting habitat where Project activities may impact nesting birds. Project activities occurring during the breeding season of nesting birds could result in the incidental loss of fertile eggs, or nestlings, or otherwise lead to nest abandonment in trees directly adjacent to the Project boundary. The Project could also lead to the loss of foraging habitat for sensitive bird species.
 - a) CDFW recommends that measures be taken to avoid Project impacts to nesting birds. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (Code of Federal Regulations, Title 50, § 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
 - b) Proposed Project activities including (but not limited to) staging and disturbances to native and nonnative vegetation, structures, and substrates should occur outside of the avian breeding season which generally runs from February 15 through August 31 (as early as January 1 for some raptors) to avoid take of birds or their eggs.
 - c) If avoidance of the avian breeding season is not feasible, CDFW recommends surveys by a qualified biologist with experience in conducting breeding bird surveys. Surveys are needed to detect protected native birds occurring in suitable nesting habitat that may be disturbed and any other such habitat within 300 feet of the disturbance area, to the extent allowable and accessible. For raptors, this radius should be expanded to 500 feet and 0.5 a mile for special status species. Project personnel, including all contractors working on site, should be instructed on the sensitivity of the area. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 4 of 9
December 15, 2020

- 4) Non-Native Plants and Landscaping. The Project may involve significant landscaping for aesthetic purposes. Invasive plant species spread quickly and can displace native plants, prevent native plant growth, and create monocultures. CDFW recommends using native, locally appropriate plant species for landscaping on the Project site, similar to species found in adjacent natural habitats.
 - a) If the Project may involve landscaping, CDFW recommends the DEIR provide the landscaping plant palette and restrict use of species listed as 'Moderate' or 'High' by the [California Invasive Plant Council](#) (Cal-IPC 2020). These species are documented to have substantial and severe ecological impacts on physical processes, plant and animal communities, and vegetation structure.
 - b) If non-native invasive plants are on site, CDFW recommends the DEIR provide measures to reduce the spread of non-natives during Project construction and activities. Spreading non-native plants during Project activities may have the potential to impact areas not currently exposed to non-native plants. This could result in expediting the loss of natural habitats in and adjacent to the Project site and should be prevented.

General Comments

Despite the urban setting of the Project site, small patches of open space and clusters of trees are vital habitat for local wildlife populations. Preventing the loss of function of these important habitats is imperative in the face of constant urbanization. The following comments should be addressed in the DEIR to reduce the significant impact the Project may have on the Project area.

- 1) Disclosure. A DEIR should provide an adequate, complete, and detailed disclosure about the effect which a proposed project is likely to have on the environment (Pub. Resources Code, § 20161; CEQA Guidelines, §15151). Adequate disclosure is necessary so CDFW may provide comments on the adequacy of proposed avoidance, minimization, or mitigation measures, as well as to assess the significance of the specific impact relative to the species (e.g., current range, distribution, population trends, and connectivity).
- 2) Project Description and Alternatives. To enable CDFW to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:
 - a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas; and,
 - b) A range of feasible alternatives to Project component location and design features to ensure that alternatives to the proposed Project are fully considered and evaluated (CEQA Guidelines, § 15126.6). CDFW recommends the DEIR consider configuring Project construction and activities, as well as the development footprint, in such a way as to fully avoid impacts to rare plants, oak trees, and oak woodlands. CDFW also recommends the DEIR consider establishing appropriate setbacks from rare plants, oak trees, and oak woodlands. Setbacks should not be impacted by ground

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 5 of 9
December 15, 2020

disturbance or hydrological changes for the duration of the Project and from any future development. Project alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources. Project alternatives should be thoroughly evaluated, even if an alternative would impede, to some degree, the attainment of the Project objectives or would be more costly (CEQA Guidelines, § 15126.6).

- 3) Biological Baseline Assessment. CDFW recommends providing a complete assessment and impact analysis of the flora and fauna within and adjacent to the Project site, with emphasis upon identifying endangered, threatened, sensitive, regionally, and locally unique species, and sensitive habitats. Impact analysis will aid in determining any direct, indirect, and cumulative biological impacts, as well as specific avoidance or mitigation measures necessary to offset those impacts. CDFW recommends avoiding any sensitive natural communities found on or adjacent to the Project. CDFW also considers impacts to Species of Special Concern (SSC) a significant direct and cumulative adverse effect without implementing appropriate avoidance and/or mitigation measures [CEQA Guidelines, §§ 15064, 15065, 15125(c), and 15380]. The DEIR should provide the following information:
- a) Regional setting. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region [CEQA Guidelines, § 15125(c)].
 - b) Database search. An updated and thorough assessment of biological resources in nine quadrangles containing the Project site and surrounding areas. A 5-mile radius should be applied for a database search of raptors. CDFW's [California Natural Diversity Database](#) (CNDDDB) in Sacramento should be contacted to obtain current information on any recently reported sensitive wildlife, plants, and sensitive plant communities (CDFW 2020a). In addition, CDFW recommends an updated search for rare plants from Calflora's [Information on Wild California Plants database](#) (Calflora 2020) and CNPS [Inventory of Rare and Endangered Plants of California database](#) (CNPS 2020b).
 - c) Rare plant mapping. An updated and thorough floristic-based assessment of special status plants following CDFW's [Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities](#) (CDFW 2018). Adjoining habitat areas should be included where Project construction and activities could lead to direct or indirect impacts off site. Species-specific surveys would identify any areas where these species occur which would help inform plans to fully avoid these areas/impacts and/or appropriate mitigation measures. The DEIR should disclose specific impacts to sensitive plants and habitat and provide measures to fully avoid Project-related impacts.
 - d) Sensitive vegetation community mapping. An updated and thorough floristic-based alliance- and/or association-based mapping of sensitive vegetation communities and impact assessments conducted at the Project site and within the neighboring vicinity. The Manual of California Vegetation (MCV), second edition, should also be used to inform this mapping and assessment (Sawyer 2008). CDFW only tracks rare natural communities using the MCV classification system. CDFW considers sensitive vegetation communities as threatened habitats having both regional and local

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 6 of 9
December 15, 2020

significance. Vegetation communities, alliances, and associations with a State-wide ranking of S1, S2, S3, and S4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by visiting CDFW's [Vegetation Classification and Mapping Program webpage](#) (CDFW 2020b). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions. The DEIR should fully disclose specific impacts to sensitive vegetation communities and provide measures to fully avoid Project-related impacts.

- e) Wildlife. A complete, recent, assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including SSC and California Fully Protected Species (Fish & G. Code, §§ 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition of endangered, rare, or threatened species (CEQA Guidelines, § 15380). The DEIR should include a nine-quadrangle search of [CNDDB](#) (CDFW 2020a) to determine a list of species potentially present at the Project site. A larger search area may help account for change in species range and distribution, especially due to climate change effects. Seasonal variations in use of the Project site should also be addressed such as wintering, roosting, nesting, and foraging habitat. Many wildlife species utilize fossorial mammal dens and burrows as habitat structure. Typically, a field survey includes the Project site and a 500-foot buffer. Focused species-specific surveys are required and should be conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable. Acceptable species-specific survey procedures should be developed in consultation with CDFW and USFWS. Survey protocols and guidelines for special status plants and wildlife may be found on [CDFW's Survey and Monitoring Protocols and Guidelines webpage](#) (CDFW 2018).
- 4) Direct, Indirect, and Cumulative Biological Impacts. CDFW recommends providing a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. The following should be addressed in the DEIR:
- a) A discussion regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a Natural Community Conservation Plan (NCCP, Fish & G. Code, § 2800 et. seq.). Impacts on wildlife corridor/movement areas, including maintenance, staging areas, and access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR.
 - b) A discussion of potential adverse impacts from lighting, noise, human activity, and exotic species along with identification of any mitigation measures.
 - c) A discussion on any potential Project-related changes on drainage patterns and downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and, post-Project fate of runoff from the Project site. The

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 7 of 9
December 15, 2020

discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary, and the potential resulting impacts on the habitat supported by the groundwater. Mitigation measures proposed to alleviate such Project impacts should be included.

- d) An analysis of impacts from land use and zoning designations located nearby or adjacent to natural areas that may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the DEIR.
 - e) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, including past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
- 5) Translocation/Salvage of Plants and Animal Species. Translocation and transplantation is the process of moving an individual from the Project site and permanently moving it to a new location. CDFW generally does not support the use of translocation or transplantation as the primary mitigation strategy for unavoidable impacts to rare, threatened, or endangered plant or animal species. Studies have shown that these efforts are experimental and the outcome unreliable. CDFW has found that permanent preservation and management of habitat capable of supporting these species is often a more effective long-term strategy for conserving sensitive plants and animals and their habitats.
- 6) Moving out of Harm's Way. To avoid direct mortality, we recommend that a qualified biological monitor, approved by CDFW, be on-site prior to and during ground and habitat disturbing activities. The biological monitor may need to move any special status species or other wildlife of low mobility out of harm's way that would likely be injured or killed by Project-related construction activities, such as grubbing or grading. It should be noted that the temporary relocation of on-site wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss. If the Project requires species to be removed, disturbed, or otherwise handled, we recommend that the DEIR clearly identify that the designated entity should obtain all appropriate State and federal permits.

CDFW has the authority to issue permits for the take or possession of wildlife, including mammals; birds, nests, and eggs; reptiles, amphibians, fish, plants; and invertebrates (Fish & G. Code, §§ 1002, 1002.5, 1003). Effective October 1, 2018, a Scientific Collecting Permit is required to monitor project impacts on wildlife resources, as required by environmental documents, permits, or other legal authorizations; and, to capture, temporarily possess, and relocate wildlife to avoid harm or mortality in connection with otherwise lawful activities (Cal. Code Regs., tit. 14, § 650). Please visit CDFW's [Scientific Collection Permits webpage](#) for information (CDFW 2020c).

- 7) Compensatory Mitigation. The DEIR should include mitigation measures for adverse Project-related direct or indirect impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable, thus not adequately mitigating

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 8 of 9
December 15, 2020

the loss of biological functions and values, off-site mitigation through habitat creation, acquisition, and/or preservation in perpetuity should be addressed. Areas proposed as mitigation lands should be protected in perpetuity through a conservation easement, with financial assurance and dedication to a qualified entity for long-term management and monitoring. Under Government Code, section 65967, the Lead Agency must exercise due diligence in reviewing the qualifications of a governmental entity, special district, or nonprofit organization to effectively manage and steward land, water, or natural resources on mitigation lands it approves.

CONCLUSION

CDFW appreciates the opportunity to comment on the Notice of Preparation to assist the City of Los Angeles in identifying and mitigating Project impacts on biological resources. If you have any questions or comments regarding this letter, please contact Andrew Valand, Environmental Scientist, at (562) 292-6821 or by email at Andrew.Valand@wildlife.ca.gov.

Sincerely,

DocuSigned by:

Erinn Wilson-Olgin

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Erinn Wilson-Olgin
Environmental Program Manager I
South Coast Region

ec: CDFW

Victoria Tang, Los Alamitos – Victoria.Tang@wildlife.ca.gov
Andrew Valand, Los Alamitos – Andrew.Valand@wildlife.ca.gov
Felicia Silva, Los Alamitos – Felicia.Silva@wildlife.ca.gov
Ruby Kwan-Davis, Los Alamitos – Ruby.Kwan-Davis@wildlife.ca.gov
Susan Howell, San Diego – Susan.Howell@wildlife.ca.gov
CEQA Program Coordinator, Sacramento – CEQAcommentletters@wildlife.ca.gov

State Clearinghouse, Sacramento – State.Clearinghouse@opr.ca.gov

Bradley Furuya
City of Los Angeles, Department of City Planning
Page 9 of 9
December 15, 2020

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NATIVE AMERICAN HERITAGE COMMISSION

November 16, 2020

Bradley Furuya
City of Los Angeles Department of City Planning
221 N. Figueroa Street, Suite 1350
Los Angeles, CA 90012

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: 2020110210, 11973 San Vicente Boulevard Project, Los Angeles County

Dear Mr. Furuya:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

- 1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project:** Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

 - a. A brief description of the project.
 - b. The lead agency contact information.
 - c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
 - d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).
- 2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report:** A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

 - a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).
- 3. Mandatory Topics of Consultation If Requested by a Tribe:** The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

 - a. Alternatives to the project.
 - b. Recommended mitigation measures.
 - c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).
- 4. Discretionary Topics of Consultation:** The following topics are discretionary topics of consultation:

 - a. Type of environmental review necessary.
 - b. Significance of the tribal cultural resources.
 - c. Significance of the project's impacts on tribal cultural resources.
 - d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).
- 5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process:** With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).
- 6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document:** If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

 - a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
 - b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

- 7. Conclusion of Consultation:** Consultation with a tribe shall be considered concluded when either of the following occurs:
- a.** The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
 - b.** A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).
- 8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document:** Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).
- 9. Required Consideration of Feasible Mitigation:** If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).
- 10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:**
- a.** Avoidance and preservation of the resources in place, including, but not limited to:
 - i.** Planning and construction to avoid the resources and protect the cultural and natural context.
 - ii.** Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - b.** Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - i.** Protecting the cultural character and integrity of the resource.
 - ii.** Protecting the traditional use of the resource.
 - iii.** Protecting the confidentiality of the resource.
 - c.** Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - d.** Protecting the resource. (Pub. Resource Code §21084.3 (b)).
 - e.** Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
 - f.** Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).
- 11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource:** An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
- a.** The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
 - b.** The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
 - c.** The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPA.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
 - a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
 - b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: <http://nahc.ca.gov/resources/forms/>.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
 - a. If part or all of the APE has been previously surveyed for cultural resources.
 - b. If any known cultural resources have already been recorded on or adjacent to the APE.
 - c. If the probability is low, moderate, or high that cultural resources are located in the APE.
 - d. If a survey is required to determine whether previously unrecorded cultural resources are present.
2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
 - b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
 - a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
 - b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
 - a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, § 15064.5(f) (CEQA Guidelines § 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
 - b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
 - c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and Cal. Code Regs., tit. 14, § 15064.5, subdivisions (d) and (e) (CEQA Guidelines § 15064.5, subs. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address:
Andrew.Green@nahc.ca.gov.

Sincerely,



Andrew Green
Cultural Resources Analyst

cc: State Clearinghouse



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

December 15, 2020

Bradley.Furuya@lacity.org

Bradley Furuya, Planner
City of Los Angeles, Planning Department
221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

Notice of Preparation of an Environmental Impact Report for the 11973 San Vicente Boulevard Project (Proposed Project)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. Our comments are recommendations on the analysis of potential air quality impacts from the Proposed Project that should be included in the Environmental Impact Report (EIR). Please send a copy of the EIR upon its completion and public release directly to South Coast AQMD as copies of the EIR submitted to the State Clearinghouse are not forwarded. **In addition, please send all appendices and technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all emission calculation spreadsheets, and air quality modeling and health risk assessment input and output files (not PDF files). Any delays in providing all supporting documentation for our review will require additional review time beyond the end of the comment period.**

CEQA Air Quality Analysis

Staff recommends that the Lead Agency use South Coast AQMD's CEQA Air Quality Handbook and website¹ as guidance when preparing the air quality and greenhouse gas analyses. It is also recommended that the Lead Agency use the CalEEMod² land use emissions software, which can estimate pollutant emissions from typical land use development and is the only software model maintained by the California Air Pollution Control Officers Association.

South Coast AQMD has developed both regional and localized significance thresholds. South Coast AQMD staff recommends that the Lead Agency quantify criteria pollutant emissions and compare the emissions to South Coast AQMD's CEQA regional pollutant emissions significance thresholds³ and localized significance thresholds (LSTs)⁴ to determine the Proposed Project's air quality impacts. The localized analysis can be conducted by either using the LST screening tables or performing dispersion modeling.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations, if any, should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road

¹ South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>.

² CalEEMod is available free of charge at: www.caleemod.com.

³ South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

⁴ South Coast AQMD's guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>.

mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips, and hauling trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers and air pollution control devices), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment⁵.

In the event that implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the EIR. The assumptions in the air quality analysis in the EIR will be the basis for evaluating the permit under CEQA and imposing permit conditions and limits. Questions on permits should be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook¹, South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan⁶, and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy⁷.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at lsun@aqmd.gov.

Sincerely,

Lijin Sun

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

Planning, Rule Development & Area Sources

LS
LAC201119-03
Control Number

⁵ South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis>.

⁶ South Coast AQMD's 2016 Air Quality Management Plan can be found at: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf> (starting on page 86).

⁷ Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocial.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.



Bradley Furuya <bradley.furuya@lacity.org>

Barry building - 11973 San Vincente

1 message

alexandradanzer@gmail.com <alexandradanzer@gmail.com>
To: bradley.furuya@lacity.org

Sat, Dec 19, 2020 at 12:22 PM

Hello- this is a letter against demolishing the Barry Building which is a historic monument. Destroying this building is short sided and would ruin the architectural fabric of San Vincente. Further, I am a lifelong brentwood resident and it is well known in the community that the owner, who wants to demo the building, is a widely disliked and unethical businessman. He should not be rewarded for his bad behavior. Destroying this architectural landmark sets a dangerous precedent and other plans that suggest adaptive reuse of the space should be considered instead.

Thank you,
Alex Danzer (4th generation Angelo)

Sent from my iPhone



Bradley Furuya <bradley.furuya@lacity.org>

(no subject)

1 message

Alexis Fleisig <affleisig@gmail.com>

Mon, Dec 21, 2020 at 12:54 PM

To: bradley.furuya@lacity.org

Cc: vanbreene@laconservancy.org

Dear Mr. Bradley

I'm writing in urgent support of preserving the Barry Building by Milton Caughey from 1951 at [11975 San Vicente Boulevard](#) in Los Angeles. Already designated a Historic-Cultural Monument (HCM #887), the destruction of this building would be a loss to the historic fabric of the city and a tragic precedent for historic preservation designation in the city. The owners have neglected this property for years and removed much of the original detail. Approval of demolition will send a strong signal that there is no penalty for poor stewardship of these historic buildings and show that there is little to no penalty for ignoring historic preservation efforts.

There have been alternative propositions for reuse of this property and under the California Environmental Quality Act, I urge the city to deny the demolition of this historic building.

thank you

Alexis Fleisig

Glendale, CA



Bradley Furuya <bradley.furuya@lacity.org>

Public Comment on Notice of Preparation (NOP) for the 11973 San Vicente Boulevard Project.

1 message

Andrew Menotti <menotticesarini@gmail.com>
To: bradley.furuya@lacity.org

Mon, Dec 21, 2020 at 1:00 PM

Dear Mr. Furuya,

On behalf of myself and other concerned Millennials, I am writing to comment on the Notice of Preparation (NOP) for the 11973 San Vicente Boulevard Project. The subject property, also known as the Barry Building, is Historic-Cultural Monument (HCM) #887.

I am extremely concerned that the Los Angeles Conservancy is not acting in good faith and would rather stifle all development in order to stop the construction of new housing, in particular mixed use residential and commercial properties, because they do not care about building new housing for younger generations of Angelenos, but with protecting the property values of aging rich homeowners in Los Angeles. In all honesty, The California Environmental Quality Act (CEQA) is a cudgel frequently used by NIMBYs as a way of driving up development costs and ultimately stopping the production of new housing. As an example, The Los Angeles Conservancy cites no specific example of its environmental concerns when stating the developer may seek to circumvent CEQA. It would seem the LA Conservancy is more interested in perpetuating a costly and often unnecessary process than in actually promoting environmental quality.

I have good faith safety concerns about the Barry Building. A photographic review of the structure shows me that the carport is a soft first story supported by thin posts which will likely collapse in the event of a major earthquake. It is telling to me that the Los Angeles conservancy dismisses this very clear safety hazard. Furthermore, because the building construction was completed in 1951, it is very likely that the roof tiles were made of asbestos. Unless these roofing tiles have been recently replaced, their expected lifespan expired in 2001.

For over ten years, groups like LA Conservancy and Brentwood Homeowners Organization have tried to stop the property owners from developing new housing or retail because they don't want young potential first time homeowners like myself moving into their ritzy neighborhood. They may complain that this large developer is backed by Wall Street. But when NIMBYs oppose all development and seek to throw wrenches in the gears of a project, they ensure that only deep pocketed developers could ever afford to develop a project.

After the developer went through all the trouble of completing an environmental impact review (EIR), local groups still opposed the Green Hollow Square project. I can only imagine spending all of that money to try to go through that process, only to have all of my time and effort wasted. According to Jeff Hall, of westsidetoday.com, when the Green Hollow Square project was proposed, the opposition centered around the fact that it would increase traffic, despite the fact that there was going to be ample underground parking, and the project wasn't going to be built to the maximum capacity allowed under Los Angeles municipal code. In other words, the developer tried to appease the local community, only to find out that the local community simply didn't want anything to be there except what already was there.

When you're evaluating all of the letters you're going to read, bear well in mind what they say and why. I did a quick Google search for the Barry building. Six of the top 10 photographic results were of this building. The other photographs were of other buildings around the world with the name Barry in it. Who posted those photos of the Barry building? Why, it was the Los Angeles Conservancy, the Brentwood homeowners organization, and Laura Clayton Baker, a prior tenant of the building who is an interior designer. On her blog, painting-box.com, a blog for which I would imagine she received no compensation, she talked about what she liked about this building aesthetically and her memories of it. There was one comment by Dr. Diane McDaniel, who stated she intended to visit the building before it was closed, and remarked she had fond memories of Dutton's books.

I do not doubt the sincerity of Dr. McDaniel and Ms. Baker. But I do doubt the sincerity of the Los Angeles Conservancy and the Brentwood homeowners Association. They don't want anything to be there and they certainly don't want anything that was larger than this building to be there. And they certainly don't want any new homeowners to be there either.

You should also consider whether or not this building truly has any noteworthy architecture. I'm sorry, but I do not think mid century modern commercial architecture is all that noteworthy. When I think about iconic buildings in Los Angeles, I think of Bullocks Wilshire, Los Angeles city hall, or the Bradbury building. The "Barry Building" as it's been retroactively

names by NIMBYs? That ain't it chief. With the exception of Ms. Baker, I haven't seen anyone write about why they liked this building from an architectural perspective. In contrast, you can find articles written about the Bradbury building or Bullocks Wilshire in architectural magazines!

This building isn't iconic, and people fighting to preserve it are not fighting to preserve it because they love the design of the building. They're fighting to preserve it to spite and stop anyone from doing anything profitable with that space. You can't legally require anyone to do anything with that building. So you can continue to let that building grow more decrepit, or you can actually have a new building built there. But in reality, ask yourself this: "if they designed a four-story version of the Barry building at that space, would the community support it?" They would not. And we know that because they already got the developer to concede to not maximize the building space when he proposed the Green Hollow Square project.

Preservation of older buildings and the California Environmental Quality act have potential useful purposes. But, they are being abused to stifle development and ensure that Los Angeles becomes an aristocratic retirement community devoid of young people. Please don't let that happen. Thank you for your time.

Very truly yours,

Andrew Menotti

Robert Blue & Ziggy Kruse
640 S. Saltair Avenue
Los Angeles, CA 90049
Email: bob.blue@live.com
ziggykruse2005@yahoo.com

Bradley Furuya
City of Los Angeles
Department of City Planning 221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

Subject: Comments for Notice of Preparation (NOP), Case No. ENV-2019-6645-EIR, 11973 San Vicente Boulevard Project

Dear Mr. Furuya,

Please add us to any future notices for the above referenced project.

Please see below for our comments regarding the NOP for the project.

NOP is Flawed and Needs to be Corrected & Recirculated:

There are two postings on the State Clearing House (CEQAnet Web Portal) for the 11973 San Vicente Boulevard Project, Case No. ENV-2019-6645-EIR which would cause any interested parties or entities to reasonably assume that this project was withdrawn especially in light of the chronological order of the notices:

<u>Date Received</u>	<u>SCH No.</u>	<u>Document Title</u>
11/12/2020	2020110210	11973 San Vicente Boulevard Project
11/17/2020	2020110264	*Project Withdrawn* 11973 San Vicente Boulevard Project

The most recent document on the State Clearing House, SCH No. 2020110264 gives a clear impression that 11973 San Vicente Boulevard Project has been withdrawn.

The two documents are different in their content - See Attachment "A" and Attachment "B"

This error can only be remedied by correcting and recirculating the NOP with an extended comment time in such a way that it is clear to all agencies listed and the public that the project is NOT withdrawn.

NOP Comment Letter
11973 San Vicente Blvd Project
Bradly Furuya, LA City Planner

Per CEQA Guidelines 15082(b)(2) and 15103, responsible agencies have 30 days to respond on the scope of the EIR and if they fail to respond timely, the lead agency may presume that the agencies have no response.

The agency's notation of "project withdrawn" on the state clearinghouse website accompanying the November 18, 2020 NOP, as well as the subsequent December 2, 2020 Memo apparently informing the previously notified agencies that the project was withdrawn, effectively frustrate CEQA compliance as they mislead the reviewing agencies.

The wording of the "withdrawal" of project leaves no other reasonable inference than the project was indeed withdrawn. Consequently, the SCH notation and memo effectively prevented state and responsible agencies from timely commenting on the scope of the EIR, whereas eliciting their comments is something mandated by CEQA under Pub. Res. Code 21080.4(a) and is critical for the completeness of the EIR.

Thus, the NOP is procedurally flawed and must be recirculated. Also, all the agencies must receive a notice rescinding all prior notices and acknowledging their erroneousess. In sum, City - the lead agency which is responsible under CEQA to send the NOP - must clear the confusion it created and make it crystal clear that the Project is not withdrawn and comments are accepted within the new 30-day period to be announced.

NOP LIMITED SCOPE HIDES COMPLETE PROJECT BY SEGEMENTING OUT ONE SMALL COMPONENT OF A LARGER PROJECT AREA AND SCOPE OF WORK

The NOP and Initial Study needs to be corrected to reflect the complete project which includes prior demolitions of parcels and new construction within a larger project footprint (11961, 11965, 11967, 11969, 11973, 11977, 11981 and 11991 San Vicente Boulevard, and 642 and 644 Saltair Avenue, Los Angeles, CA 90049) and described under the previously issued EIR under Case No. ENV-2009-1065-EIR, Green Hollow Square Project.

After withdrawing ENV-2009-1065-EIR, the applicants have circumvented CEQA effectively restarting the Green Hollow Square project by slicing the larger project into smaller pieces and moving ahead in demolition of segments of the Green Hollow Square Project area that surround 11973 San Vicente Blvd (the Barry Building) in what will what can reasonably infer to be a larger complete project with a baseline established under Case No. ENV-2009-1065-EIR.

NOP Comment Letter
11973 San Vicente Blvd Project
Bradly Furuya, LA City Planner

THE APPLICANT SHOULD NOT BE REWARDED FOR SELF-IMPOSED DEGRADATION OF A HISTORICAL RESOURCE

Around 2015-2016, the applicant/owners [11973 San Vicente, LLC whose principals are William H Borthwick and Billionaire Investor Charles Munger] evicted tenants, boarded up, and allowed the Barry Building to decay.

Attachment "C" is an article by a designer who worked in a Barry Building office for over 23 years. She included photos from 2016 showing the building before the owners evicted tenants and created the current condition of the building including missing exterior architectural elements.

THE IMPORTANCE OF PROTECTING THE BARRY BUILDING

The Plan to demolish the Barry Building, HCM No. 887 would call into question the City's commitment and ability to protect its cultural heritage because this would be the first designated HCM commercial building demolished in 36 years.

As Attachment "F" shows quotations from experts explaining that the Barry Building is a rare and important example of mid-century modern commercial architecture and is one of just three landmarked commercial buildings in all of Brentwood.

Sincerely,
Robert Blue & Ziggy Kruse

Attachments follow

ATTACHMENT A

November 12, 2020

State Clearing House (SCH) # 2020110210

11973 San Vicente Boulevard Project

11973 San Vicente Boulevard Project

Summary

SCH Number	2020110210
Lead Agency	Los Angeles, City of (<i>City of Los Angeles</i>)
Document Title	11973 San Vicente Boulevard Project
Document Type	NOP - Notice of Preparation
Received	11/12/2020
Project Applicant	11973 San Vicente, LLC
Present Land Use	Commercial office building and parking lot

Document Description The approximately 26,586 square foot (0.61-acre) Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The existing building is a City of Los Angeles Historic-Cultural Monument (HCM) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building, the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed, however the fourth on-site palm and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

Contact Information Bradley Furuya
City of Los Angeles

221 N. Figueroa St. Suite 1350
Los Angeles, CA 90012

Phone : (213) 847-3642

bradley.furuya@lacity.org

Location

Coordinates	34°3'11"N 118°28'19"W
Cities	Los Angeles
Counties	Los Angeles
Regions	Citywide
Cross Streets	San Vicente Boulevard and Saltair Avenue
Zip	90049
Total Acres	0.61
Parcel #	4404-025-008
State Highways	I-405 and I-10
Railways	Metro E (Expo) Line (light rail)
Airports	None
Schools	Multiple
Waterways	None

Township 1S
Range 15W
Section 29
Base San Bern

Notice of Completion

Review Period Start 11/18/2020

Review Period End 12/21/2020

Development Type Other (Demolition of an existing building, no new development proposed)

Local Action Other Action Demolition permit

Project Issues Aesthetic/Visual Archaeologic-Historic Biological Resources Drainage/Absorption Geologic/Seismic
Population/Housing Balance Public Services Recreation/Parks Schools/Universities Sewer Capacity
Soil Erosion/Compaction/Grading Solid Waste Toxic/Hazardous Traffic/Circulation Water Quality Water Supply

Reviewing Agencies California Air Resources Board California Department of Parks and Recreation
California Department of Water Resources California Highway Patrol California Natural Resources Agency
California Public Utilities Commission California Regional Water Quality Control Board, Los Angeles Region 4
Department of Toxic Substances Control Office of Historic Preservation Santa Monica Bay Restoration
California Department of Transportation, District 7 California Native American Heritage Commission
California Department of Fish and Wildlife, South Coast Region 5

Attachments

Environmental Document Initial Study PDF 20514 K Initial Study Appendices PDF 12134 K

NOP Sigend Combined PDF 4037 K

NOC Barry Building SCH NOC PDF 426 K

State Comments 2020110210_Caltrans Comment PDF 199 K 2020110210_CDFW Comment PDF 476 K

2020110210_NAHC Comment PDF 261 K

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ATTACHMENT B

November 17, 2020

State Clearing House (SCH) # 2020110264

***Project Withdrawn* 11973 San Vicente Boulevard Project**

Project Withdrawn 11973 San Vicente Boulevard Project

Summary

SCH Number	2020110264
Lead Agency	Los Angeles, City of (<i>City of Los Angeles</i>)
Document Title	*Project Withdrawn* 11973 San Vicente Boulevard Project
Document Type	NOP - Notice of Preparation
Received	11/17/2020
Project Applicant	11973 San Vicente, LLC
Present Land Use	The Project consists solely of the demolition of the existing 13,956 square foot building, which is a City of Los Angeles Historic-Cultural Monument (the Barry Building) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building and no future development is proposed or considered as part of the Project.

Document Description *Project Withdrawn* - Please refer to <https://ceqanet.opr.ca.gov/2020110210/2>

REQUESTED ACTIONS:

1. Pursuant to LA Building Code Section 91.106.4.5 review by the City of Los Angeles Department of Building and Safety to determine whether the demolition, alteration, or removal may result in the loss of or serious damage to a significant historical or cultural assets and pursuant to LAMC Section 22.171.14 and 22.171.15, review by the Cultural Heritage Commission for objection or non-objection to issuance of the demolition permit.
2. Other permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, sign permits, and demolition permits.

Contact Information Bradley Furuya
City of Los Angeles, Department of City Planning

221 N. Figueroa Street, Room 1350
Los Angeles, CA 90012

Phone : (213) 847-3642

Bradley.Furuya@lacity.org

Location

Coordinates	34°3'11"N 118°28'19"W
Cities	Los Angeles
Counties	Los Angeles
Regions	Southern California
Cross Streets	San Vicente Blvd and Saltair Avenue
Zip	90049
Total Acres	0.61
Parcel #	4404-025-008
State Highways	I-405 and I-10

Railways	Metro E (Expo) Line (light rail)
Airports	None
Schools	Multiple
Waterways	None
Township	1S
Range	15W
Section	29
Other Location Info	Nearest Community - Brentwood-Pacific Palisades

Notice of Completion

Local Action	Other Action Demolition of an existing building, no new development proposed
Project Issues	Aesthetic/Visual Archaeologic-Historic Biological Resources Drainage/Absorption Geologic/Seismic Population/Housing Balance Public Services Recreation/Parks Schools/Universities Sewer Capacity Soil Erosion/Compaction/Grading Solid Waste Toxic/Hazardous Traffic/Circulation Water Quality Water Supply
Reviewing Agencies	California Air Resources Board California Department of Conservation California Department of Fish and Wildlife, South Coast Region 5 California Department of Forestry and Fire Protection California Department of Parks and Recreation California Department of Transportation, District 7 California Department of Water Resources California Highway Patrol California Native American Heritage Commission California Natural Resources Agency California Public Utilities Commission California Regional Water Quality Control Board, Los Angeles Region 4 Department of Toxic Substances Control Office of Historic Preservation

Attachments

Environmental Document	_Memo PDF 567 K 11973 San Vicente Initial Study 11_18_20 PDF 20162 K 11973 San Vicente NOP PDF 4037 K
NOC	NOC 11097 San Vicente PDF 239 K

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ATTACHMENT C

September 29, 2016

“Last Days of the Barry Building?”

Article by Laura Clayton Baker

(Includes Photos from 2016)

PAINTING BOX

9.29.2016

LAST DAYS OF THE BARRY BUILDING?



I've worked here at the Barry Building for almost 23 years, and have loved the open courtyard, the abundant light, and the exuberant mid-century design. The photos in this post were taken by me, unless noted.

The Barry Building, on San Vicente Boulevard in Brentwood, was commissioned by David Barry, designed by architect Milton Caughey, and built in 1951. You can see the influence of Le Corbusier and in particular the [Villa Savoye](#) in the design. In 2007 it was declared Historic Cultural Monument # 887 by the Cultural Heritage Commission. Landmark status doesn't protect a building from demolition, though it does create a higher bar to receive permission to demolish.



photo by Ty Miller

Above: The view from the street side into the courtyard.

In the spring of 2016 the tenants of the Barry Building were told we had to vacate by December 31st. Earthquake retrofitting is needed, but it's not likely to happen as the building's owners would prefer to tear it down. They'd like to put up a 73,000 square foot shopping center here. It would be built in the space this building occupies, as well as adjacent lots and a large parking lot in the back. Nothing's been resolved, and until it is this building will be boarded up. I'm

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ABOUT ME



LAURA CLAYTON BAKER


I'm an Interior Designer based in Santa Monica. This is a place for me to share images I love, places I've been or want to go to, projects I've worked on, ideas that inspire me, making connections from one image to the next. You can see my work on my web site:

<http://www.lauraclaytonbaker.com>

[VIEW MY COMPLETE PROFILE](#)

NEWS

The new Rizzoli book, *Making LA Modern: Craig Ellwood*, features our house (The Anderson House) on pages 34-44. Edited by Michael Boyd and Erin Ellwood, with photos by Richard Powers.

 [View on Instagram](#)

BLOG ARCHIVE

- ▶ 2020 (1)
- ▶ 2019 (4)
- ▶ 2018 (2)
- ▶ 2017 (3)
- ▼ 2016 (4)
 - ▶ [December](#) (1)
 - ▼ [September](#) (1)

[LAST DAYS OF THE BARRY BUILDING?](#)

hoping a solution will be found to restore the building as part of whatever else is planned here.



Above: The view from the 2nd floor balcony across the courtyard.



Above: The view from the back balcony towards the street side, showing the cantilevered 2nd floor.



Above: Lettering is still etched on the upper windows from an old watchmaker's shop. Windows on both sides of the space make for a light filled interior.

▶ June (1)

▶ March (1)

▶ 2015 (6)

▶ 2014 (5)

▶ 2013 (5)

▶ 2012 (8)

▶ 2011 (7)

▶ 2010 (16)

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Above and below: The shapes of the planters and the curving stairs enliven the courtyard.





Above and below: The stairs are cantilevered from a central concrete spine.





Above: Louvers block glare from the offices on the east side of the building.



Above: The railing on the left is a graphic element in the design.



Above and below: Dutton's Brentwood Books occupied almost all of the ground floor from 1984 to 2008. There were wonderful book readings here, and an incredible selection with great breadth. It was a great loss to the community when they closed in 2008. Most people still think of this building as the Dutton's location.



Above: This is a scene from the movie "Sylvia" shot here in 1965. George Maharis, seen here, plays a detective hired by Frederic

Summers (Peter Lawford) looking for information about his fiancée Sylvia, (Carroll Baker). The bookstore had a different name then. You can see a sign in the back that says there was a soda fountain here. I wonder which space it was in.



Above: The view from our office, which I've enjoyed for almost 23 years.



Caffe Luxxe is here till December 31st. Come enjoy a cup of coffee in this memorable courtyard while you can!



POSTED BY [LAURA CLAYTON BAKER](#) AT 9:50 PM 

LABELS: [BARRY BUILDING](#), [CAFFE LUXXE](#), [DAVID BARRY](#), [DUTTON'S BRENTWOOD BOOKS](#), [MILTON CAUGHEY](#), [VILLA SAVOYE](#)

2 COMMENTS:

Diane McDaniel 10/16/16, 2:34 PM

Laura, this is a beautiful ode to a landmark building. I have many fond memories of book shopping at Duttons. I will take up the invitation to have a coffee at Caffe Luxxe, as it will give me an opportunity to look around before the building becomes inaccessible. Diane

[Reply](#)

esotouric 2/3/17, 6:17 AM

Found your post while trying to understand why the Barry Building is now fenced with plywood over the windows. Thanks for filling in the blanks, and so sorry you lost your workspace. We really hope there is actually a plan for retrofitting this landmark. The alternative, demolition by neglect, would be terrible.

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Full-Size Photos from “Last Days of the Barry Building?”

PAINING BOX Post by LAURA CLAYTON BAKER

September 29, 2016



Above photo by Laura Clayton Baker



Above photo by Ty Miller



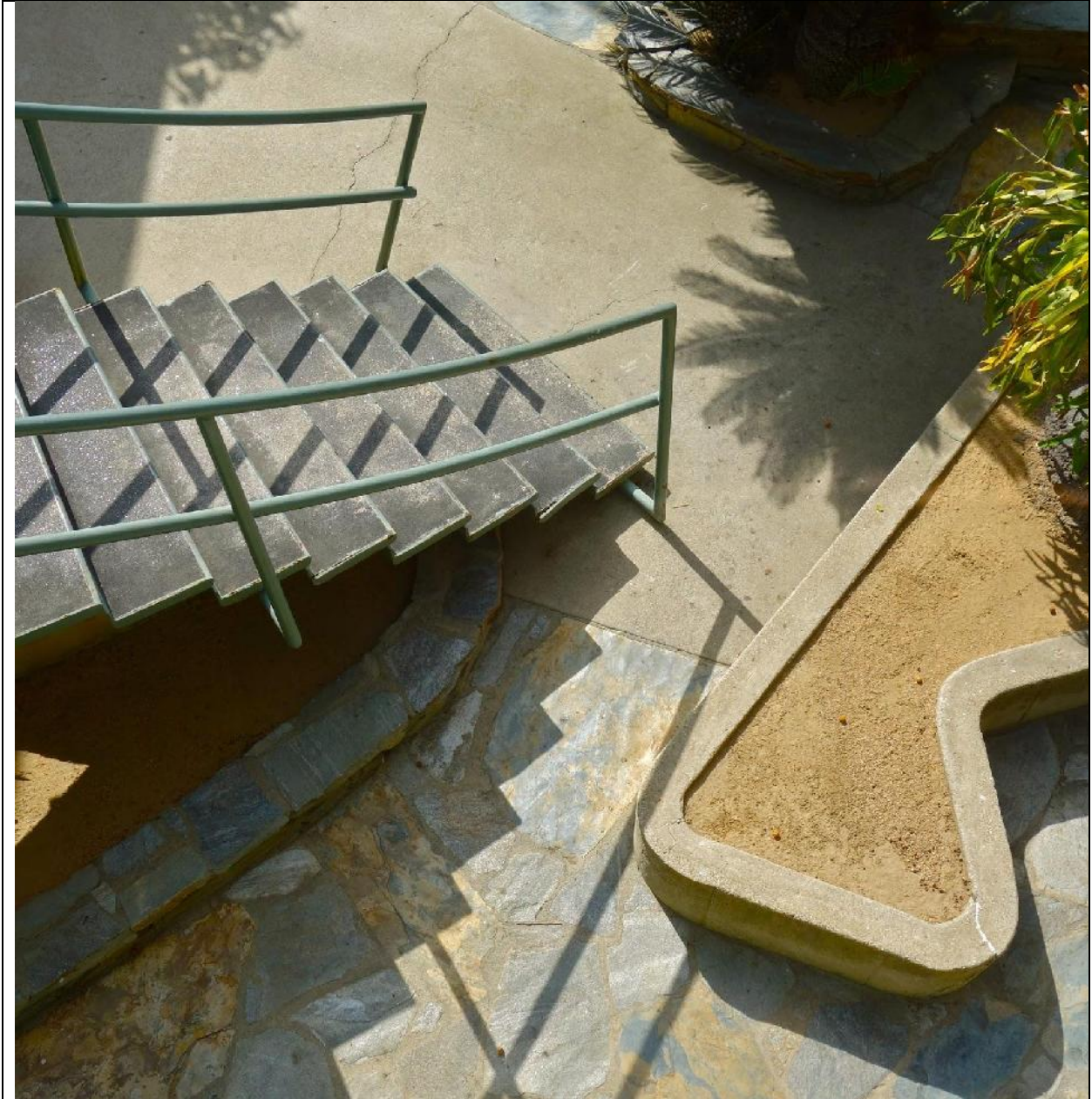
Above: The view from the 2nd floor balcony across the courtyard.
(photo by Laura Clayton Baker)



Above: The view from the back balcony towards the street side, showing the cantilevered 2nd floor.
(photo by Laura Clayton Baker)



Above: Lettering is still etched on the upper windows from an old watchmaker's shop. Windows on both sides of the space make for a light filled interior.
(photo by Laura Clayton Baker)



Above and below: The shapes of the planters and the curving stairs enliven the courtyard.
(photo by Laura Clayton Baker)



(Above: photo by Laura Clayton Baker)



(Above: photo by Laura Clayton Baker)

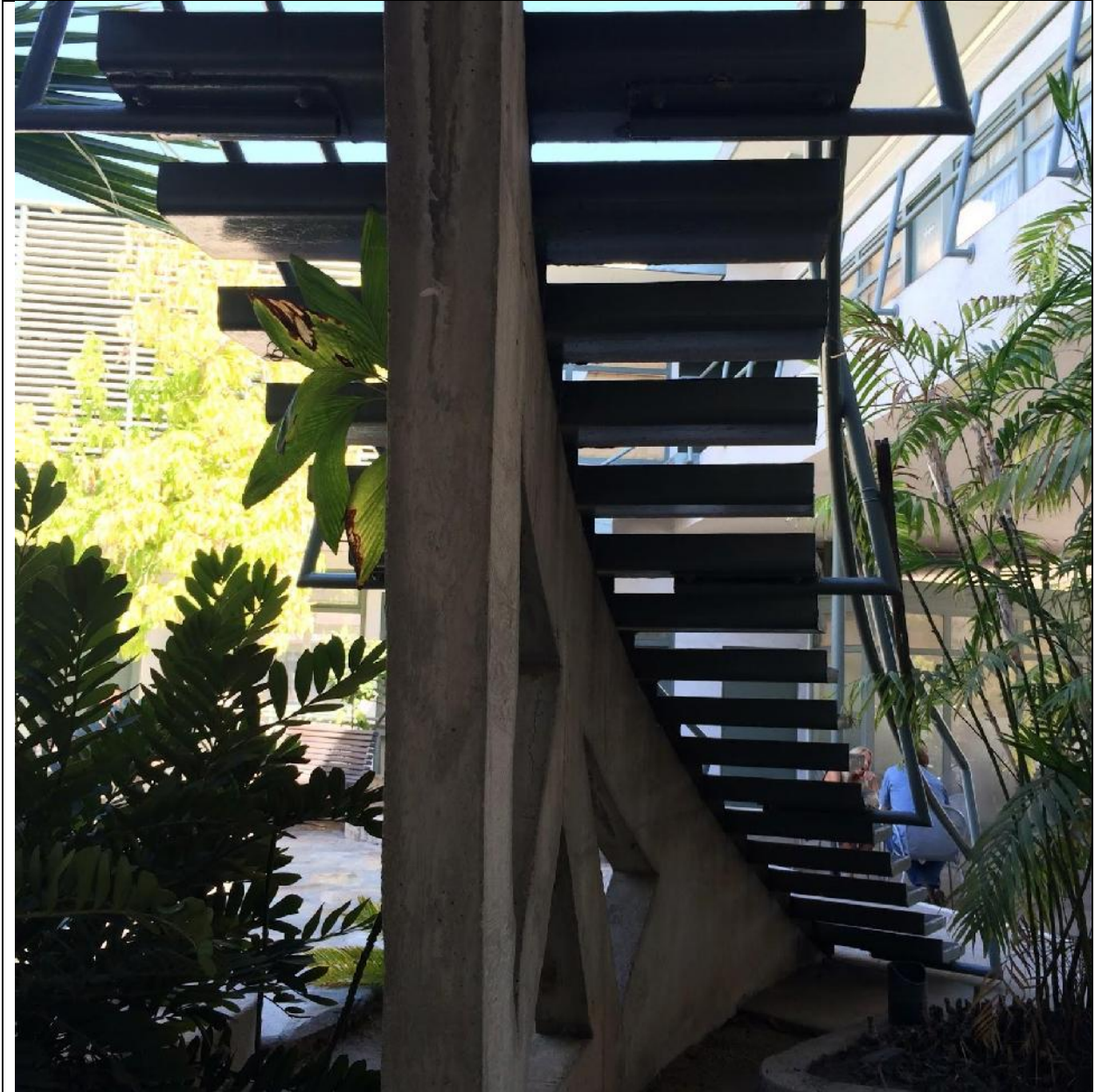


Above: The stairs are cantilevered from a central concrete spine.
(photo by Laura Clayton Baker)



Stairs (Photographic Study) Continued - Above: The stairs are cantilevered from a central concrete spine.

(photo by Laura Clayton Baker)



Stairs (Photographic Study) Continued - Above: The stairs are cantilevered from a central concrete spine.

(photo by Laura Clayton Baker)



Above: Louvers block glare from the offices on the east side of the building.
(photo by Laura Clayton Baker)



Above: The railing on the left is a graphic element in the design.
(photo by Laura Clayton Baker)



Above: Dutton's Brentwood Books occupied almost all of the ground floor from 1984 to 2008. There were wonderful book readings here, and an incredible selection with great breadth. It was a great loss to the community when they closed in 2008. Most people still think of this building as the Dutton's location.

(photo by Laura Clayton Baker)



Above: Dutton's Brentwood Books occupied almost all of the ground floor from 1984 to 2008. There were wonderful book readings here, and an incredible selection with great breadth. It was a great loss to the community when they closed in 2008. Most people still think of this building as the Dutton's location.

(photo by Laura Clayton Baker)



Above: This is a scene from the movie "[Sylvia](#)" shot here in 1965. George Maharis, seen here, plays a detective hired by Frederic Summers (Peter Lawford) looking for information about his fiancée Sylvia, (Carroll Baker). The bookstore had a different name then. You can see a sign in the back that says there was a soda fountain here.



Scene from *The Wonder Years*, Season 1 episode titled "Swingers,"



Above: The view from our office, which I've enjoyed for almost 23 years.
(photo by Laura Clayton Baker)



Caffe Luxxe
(photo by Laura Clayton Baker)



Caffe Luxxe
(photo by Laura Clayton Baker)

ATTACHMENT D

April 19, 2011

**Letter from the, President of Cultural Heritage Commission
Barry Building**

DEPARTMENT OF
CITY PLANNING

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

WILLIAM ROSCHEN

PRESIDENT

REGINA M. FREER

VICE-PRESIDENT

SEAN O. BURTON

DIEGO CARDOSO

GEORGE HOVAGUIMIAN

JUSTIN KIM

ROBERT LESSIN

BARBARA ROMERO

MICHAEL K. WOO

JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

MICHAEL J. LOGRANDE

DIRECTOR

(213) 978-1271

ALAN BELL, AICP

DEPUTY DIRECTOR

(213) 978-1272

EVA YUAN-MCDANIEL

DEPUTY DIRECTOR

(213) 978-1273

VACANT

DEPUTY DIRECTOR

(213) 978-1274

FAX: (213) 978-1275

INFORMATION

www.planning.lacity.org

April 19, 2011

Hadar Plafkin, Environmental Review Coordinator
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

Dear Mr. Plafkin,

On behalf of the Cultural Heritage Commission, thank you for the opportunity to formally comment on the Draft Environmental Impact Report (DEIR) for the Green Hollow Square Project. As you know, the Barry Building located at 11973 W. San Vicente Boulevard is designated as Historic-Cultural Monument (HCM) #887 under the City of Los Angeles' Cultural Heritage Ordinance and would be demolished under the proposed project.

The Cultural Heritage Commission's primary responsibility in its capacity as a Mayor-appointed decision-making body is to oversee the preservation and safeguarding of the City of Los Angeles' nearly 1000 Historic-Cultural Monuments. Since its establishment in 1962, demolition of an HCM is contrary to the goals and principles of the Cultural Heritage Commission and the Cultural Heritage Ordinance. This Commission exists for the promotion and protection of Historic-Cultural Monuments and takes very serious the prospect of an HCM being eliminated forever.

Another impacted Historic-Cultural Monument by the Green Hollow Square Project is the Coral Trees on San Vicente Boulevard (HCM #148). The Cultural Heritage Commission is concerned about alterations to this historic resource and the cumulative impacts to the landscaped median.

After thoughtfully reviewing the DEIR and listening to testimony at a public hearing held on April 7th, 2011, the Cultural Heritage Commission provides the following comments:

1) The Cultural Heritage Commission supports a preservation alternative that retains and integrates the Barry Building into the proposed project and preserves the Historic-Cultural Monument.

The Cultural Heritage Commission believes that the Barry Building can be integrated into a new development while also meeting and exceeding the project goals of the proposed project. Other projects throughout the City of Los Angeles have been successful in incorporating Historic-Cultural Monuments through the guidance and support of the Cultural Heritage Commission and its Office of Historic Resources. We do not believe that our Historic-Cultural Monuments should be frozen in time but strongly support sensitive reuse of historic resources for new projects.

2) The Cultural Heritage Commission finds that Alternative 4 (“Preservation Alternative”) in the DEIR is inadequate.

Alternative 4 as currently presented in the DEIR is inadequate and a disingenuous attempt to provide a preservation alternative for the proposed project. This alternative does not appear to take seriously into consideration the existing historic resource and lacks detailed analysis compared to other alternatives in the DEIR. Retention of the Barry Building must be a primary responsibility of the proposed project’s applicant and must not be treated as a secondary issue or an afterthought. Renderings attempting to incorporate the Barry Building in the DEIR appear cartoonish and unprofessional and give the impression of entombing the historic building. This preservation alternative must provide renderings and analysis of the proposed development that both compliment and integrate the Barry Building

While the DEIR states that Alternative 4 may not meet Objective 1 and that “retention of the Barry Building may affect the architectural integration of the overall project,” the Cultural Heritage Commission’s response is to simply have the proposed development’s design better respond to the Barry Building’s mid-twentieth century design. These design modifications can be minimal and do not have to fundamentally alter the site planning and square-footage of the proposed project.

Even with these concerns, Alternative 4 still proves to be the environmentally superior alternative as explicitly stated in the DEIR. Having the same number of parking spaces as the proposed project with only a 5% reduction in square footage, a preservation alternative should also be able to meet the economic goals under Objective 4. With only minor design changes, Alternative 4 can also easily meet all project objectives without being rendered infeasible.

3) The proposed demolition of the Barry Building sets a dangerous precedent for other designated Historic-Cultural Monuments in the City of Los Angeles.

The loss of a Historic-Cultural Monument is always a great tragedy for the City of Los Angeles. A concerted effort to purposefully demolish a Historic-Cultural Monument for a replacement project is unacceptable. Pursuing the demolition of the Barry Building imperils the nearly 1000 Historic-Cultural Monuments in the City of Los Angeles and sets a dangerous precedent.

4) The Barry Building is a rare example of a commercial mid-20th century modern Historic-Cultural Monument.

When designated as a Historic-Cultural Monument, the Barry Building met Cultural Heritage Ordinance criteria for “embodying the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction” as an example of International Style commercial architecture. Apart from the potential loss of the designated historic resource, the Barry Building is one of the few very rare examples of commercial mid-twentieth century modern design in the register of Historic-Cultural Monuments. In fact, a preliminary review suggests that the Barry Building is only one of three modernist commercial buildings out of nearly 1000 designated Historic-Cultural Monuments: the only other two are the Neutra Office Building (HCM #676; constructed 1951) and the Jones and Emmons Building (HCM #696; constructed 1954).

With the departure of Dutton’s Brentwood Bookstore and the introduction of new tenants to the storefront spaces, greater transparency and views have been restored to the Barry Building that bring it closer to its c. 1951 appearance. Along with the continued maintenance by the property owner, current photographs of the Barry Building reveal it to be in excellent condition.

5) The Coral Trees on the San Vicente Boulevard median (HCM #148) must not be altered or modified.

The Coral Trees on the median strip of San Vicente Boulevard between 26th Street and Bringham Avenue were designated as Historic-Cultural Monument #148 in 1976. The coral trees are part of the elegance of the San Vicente Blvd commercial corridor and are a major character-defining feature of the area. Removing and altering the coral trees and the median under the DEIR's different proposals is unacceptable. The cumulative impact of past and potential future alterations to this landscaped median in other sections is also a concern for the Cultural Heritage Commission.

The Cultural Heritage Commission urges the City Planning Department to address the comments and concerns raised in this letter. We urge the development of a viable preservation alternative that ensures the protection of the Barry Building as a Historic-Cultural Monument. The future of other Historic-Cultural Monuments in the City of Los Angeles will be directly impacted by the results of the Environmental Impact Report for this project. Please continue to integrate the Cultural Heritage Commission on any future proposed projects that impact Historic-Cultural Monuments.

Thank you for this opportunity.

Sincerely,


RICHARD BARRON, President
Cultural Heritage Commission

ATTACHMENT E

April 20, 2011

**Letter from the Los Angeles Conservancy
Barry Building**



April 20, 2011

Submitted electronically

Mr. Hadar Plafkin, Project Coordinator
Department of City Planning
Los Angeles City Hall
200 North Spring Street, Room 750
Los Angeles, CA 90012
Email: hadar.plafkin@lacity.org

Re: Green Hollow Square/Barry Building – ENV-2009-1065-EIR – Draft EIR

Dear Mr. Plafkin:

On behalf of the Los Angeles Conservancy, we submit these comments on the draft environmental impact report (DEIR) for the Green Hollow Square project which impacts the historic Barry Building. The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles through advocacy and education. Since 1984, the Conservancy's all-volunteer Modern Committee has worked to raise awareness about Los Angeles' unique collection of mid-twentieth century modernist structures.

The Conservancy has long been an advocate for the protection of the Barry Building and for its ability to continue to function successfully as originally intended, and potential to be adaptively reused. With a feasible and environmentally superior alternative identified in the DEIR that would retain and incorporate the Barry Building as part of the new development, we strongly urge the City and the applicant to adopt a modified version of Alternative 4: Preservation Alternative as the preferred project.

I. The Barry Building is Los Angeles Historic-Cultural Monument #887

The Barry Building was designed by Los Angeles-based architect Milton Caughey (1911-1958) and completed in 1951 when postwar development was beginning to redefine Brentwood's San Vicente Boulevard commercial corridor. The distinctive and highly intact International Style building is arranged around a central courtyard which features integrated planting beds. A notable feature of the building's sustainable design is the integration of louvers which shield south- and west-facing office windows from the sun's heat and glare.

In addition to its architectural significance, the Barry Building is a beloved community and cultural landmark as evidenced by the hundreds of residents who voiced their support for the nomination in 2007. The Conservancy worked closely with the Brentwood community to support designation of the Barry Building as a City of Los Angeles Historic-Cultural Monument (HCM),

having repeatedly met with the Friends of the Barry Building, Councilmember Rosendahl's office, and representatives of the owners.

a. Every effort should be made to avoid demolishing a designated historic resource

As a designed Historic-Cultural Monument, the City and the Cultural Heritage Commission, its appointed panel of experts, has recognized the Barry Building as important to Los Angeles' heritage. We believe as a designation historic resource, every effort should be made to retain and reuse the Barry Building. If the Green Hollow Square project is approved and the Barry Building were demolished, its loss would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Although Los Angeles' current Cultural Heritage Ordinance cannot prevent the demolition of a Historic-Cultural Monument, it does allow the City to delay demolition. This delay period allows for further consideration of preservation alternatives, which has been successful in the past. As a result, there have been very few instances when a Historic-Cultural Monument has been demolished to make way for new development (excluding loss because of fire, earthquake damage, etc.).

The 1985 demolition of the Philharmonic Auditorium Building (HCM #61) remains an ever-present reminder that our city's landmarks can be vulnerable. Despite receiving HCM designation in 1969 for its rich cultural heritage and architectural significance, this prominent landmark opposite Pershing Square was demolished for a mixed-use development project that never materialized. Twenty-six years after its demolition, the site remains a parking lot.

b. The Barry Building is also a historic resource under CEQA

As a locally designated landmark, the Barry Building is presumed to be historically significant under the California Environmental Quality Act (CEQA) and its demolition as proposed under the current project would constitute a significant adverse impact. In 2009 and again in 2010, the Conservancy submitted comments on the Notice of Preparation for two versions of the proposed project (previously named Brentwood Town Green), both of which called for the demolition of the Barry Building despite its status as a designated landmark. In addition to the Conservancy's comments, which stressed the need to consider an alternative in the DEIR that would adaptively reuse the Barry Building, letters were submitted by dozens of local residents strongly urging the applicant to retain the landmark Barry Building.

II. Under CEQA, the Lead Agency Must Deny Approval When Feasible Alternatives or Mitigation Measures Would "Substantially Lessen" Adverse Impacts

A key policy under CEQA is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."¹ To this end, CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or

¹ Public Resource Code, Sec. 21001 (b), (c).

feasible mitigation measures can substantially lessen such effects.”² Courts often refer to the EIR as “the heart” of CEQA because it provides decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzes a range of alternatives that reduce or avoid those impacts.³ Based on objective analyses found in the EIR, agencies “shall mitigate or avoid the significant effects on the environment...whenever it is feasible to do so.”⁴

The DEIR acknowledges that “the project would have a significant impact on historic resources with respect to the demolition of the Barry Building.”⁵ Proposed mitigation measures -- including HABS and photo documentation -- would not reduce the impact to a less-than-significant level.⁶ Additionally, proposed mitigation measure E-2 to make “a good faith effort” to sell the Barry Building to a third party for relocation to a different site, cannot be considered meaningful mitigation unless the applicant provide the financial resources to ensure compliance with the terms of the mitigation measure and identifies and secures an appropriate site as detailed in Galvin Preservation Associates letter in Appendix N of the DEIR. Furthermore, insufficient analysis in the DEIR fails to provide the necessary level of information to assess the feasibility of relocation and the identification of appropriate receiving locations.

a. A feasible preservation alternative exists that would eliminate negative impacts to the Barry Building

Alternative 4: Preservation Alternative has been identified in the DEIR as the environmentally superior alternative that can avoid negative impacts to a historic resource, and slightly reduce the time frame, and impacts from, construction. Under Alternative 4, the Barry Building would be retained and new tenant spaces developed around it. While Alternative 4 would result in slightly reduced square footage when compared to the proposed project (approximately 3,000 square feet or under 5% less space), it would retain the originally planned 427 parking spaces and meet the primary objective for a development that provides a mix of retail, office and restaurant uses catering to the Brentwood community. As the DEIR states, “the main difference between this alternative and the proposed project is the retention of the historic-cultural monument, the Barry Building.”⁷

Unlike other alternatives, the DEIR lacks an explicit, definitive statement regarding the feasibility of Alternative 4. Faced with insufficient and incomplete analysis, we can only conclude that Alternative 4 meets most of the project objectives and is feasible. The arguments set forth in the Draft EIR that the preservation alternative might be less effective in architectural design, sustainability, or pedestrian connectivity than the proposed project, or that retaining the Barry Building might impede the owner’s competitive or economic goals are imprecise,

² *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resource Code §§ 21001, 21001.1.

³ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

⁴ PRC §21002.1.

⁵ Green Hollow Square. Draft EIR. February 2011. IV.E-17.

⁶ Under CEQA, it is widely recognized that “[a] large historical structure, once demolished, normally cannot be adequately replaced by reports and commemorative markers.” *League for Protection of Oakland’s Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 909.

⁷ Green Hollow Square. Draft EIR. February 2011. VI-65.

speculative and largely unsubstantiated. Furthermore, the fact that an environmentally superior alternative, in this case, the preservation alternative, may be more costly or fails to meet all project objectives does not necessarily render it infeasible under CEQA.⁸ The objections against Alternative 4 are not compelling and ultimately fail to establish the infeasibility of the preservation alternative.⁹ Ultimately, the lead agency cannot merely adopt a statement of overriding considerations and approve a project with significant impacts; it must first adopt feasible preservation alternatives and mitigation measures.¹⁰

III. Additional Refinements Can Be Made to Improve Alternative 4

The Barry Building, a two-story commercial structure comprised of several retail spaces oriented around a central courtyard, provides the same use as the proposed project. Its elegant design provides great flexibility for being adapted to fit the needs of the Green Hollow Square project while maintaining the building's historic status and meeting most of the project objectives. While Alternative 4 readily offers a feasible preservation alternative, further refinements should be considered to more fully integrate the Barry Building with the proposed new development in terms of scale and massing, architectural design, materials, and shade/shadow. Further design enhancements can also more fully meet the project objectives regarding sustainability and energy efficiency, and pedestrian connectivity.

a. The site can be designed with more integration and compatibility between Barry Building and new construction

The Gruen Associates report in Appendix M is only one method of incorporating new construction around the Barry Building. It is one that attempts to retain the Barry Building while building the Green Hollow Square design around it. If selected as the preferred project, we urge reconsideration of the project design from the standpoint of retaining the Barry Building in place. By developing the site plan and new construction with the Barry Building as the centerpiece, an improved Alternative 4 can become a project that meets the project objective where "the buildings are integrated with one another and clearly relate to each other in terms of proportion, height, mass, and façade."

As an HCM, the City's Cultural Heritage Commission can offer guidance and feedback on the development of new infill construction that is appropriate and complimentary with the character-defining features of the Barry Building and landscape.

b. Barry Building, which incorporates sustainable design, can be enhanced with additional sustainability elements

One of the project objectives calls for a project "that meets LEED standards and includes energy efficient features that minimize the project's ongoing effects on the environment."¹¹ Although an

⁸ Guideline § 15126.6(a).

⁹ Under CEQA, findings of alternative feasibility or infeasibility must be supported by substantial evidence. Public Resources Code § 21081.5.

¹⁰ PRC § 21081; *Friends of Sierra Madre v. City of Sierra Madre* (2001) 25 Cal.4th 165, 185.

¹¹ Green Hollow Square. Draft EIR. February 2011. II-34.

analysis of Alternative 4 in the DEIR states that “retention of the Barry Building may also affect the energy efficiency and other environmental sustainability goals of the project under objective 1,”¹² the final EIR should scrutinize any claimed environmental benefits of the proposed project through an analytical comparison of analogous benefits achieved through a rehabilitated Barry Building. The Barry Building is equally capable of incorporating most of the sustainable design features planned for the project like high-efficiency toilets, fixtures, and irrigation system, and air conditioning controlled by computerized systems if its rehabilitation coordinated with the overall project to meet LEED certification. In addition, retaining the Barry Building maintains the embodied energy in the structure’s initial construction and reduces the amount of construction waste from wholesale demolition that would otherwise go into a landfill through demolition.

The project can also take advantage of the original design intent of the Barry Building which was built with sustainability principles in mind, including its “green” features in the form of window louvers framing the second floor windows facing San Vicente Boulevard (south) and the louvered screens in the courtyard (west), both of which provide solar shading that allows the building occupants to benefit from passive cooling. The building’s energy efficiency can be enhanced with several types of sustainable design features including solar panels, more efficient heating and cooling systems, and improved glazing performance to reduce operational greenhouse gas emissions.

The selection of drought tolerant landscaping for the Green Hollow Square project will enhance the project’s sustainable design and is commendable. Opportunities exists to achieve this same goal through Alternative 4 by retaining some of the mature plantings and specimens in the courtyard of the Barry Building which also carry historical significance, as called out in the Historic-Cultural Monument designation. The project can meet the intent for sustainable design by incorporating and introducing drought tolerant plants to the existing courtyard in appropriate spaces.¹³

c. Barry Building lends itself to project’s envisioned pedestrian network and gathering spaces.

Another stated set of project objective calls for a commercial project that both, “creates a sense of place for customers and community,” and “provide[s] a design that emphasizes a cohesive, well-defined pedestrian network, within which there are generous public spaces for walking and sitting.”¹⁴ One of the key features of the Barry Building is its orientation around a central courtyard that opens onto San Vicente Boulevard. This courtyard, with its numerous integrated planting beds, is a quintessential example of the type of public gathering spaces that architects of the mid-twentieth century often incorporated into the design of commercial buildings. The unique sense of place provided by the Barry Building’s courtyard is one of the site’s features that

¹² Green Hollow Square. Draft EIR. February 2011. VI-65.

¹³ The courtyard of the Barry Building includes several raised planting beds that form part of the building’s original design. Within these planting beds are several mature plant specimens including a deciduous magnolia, a dracaena, cycads, and three mature palms of various species. These plants, which form the dominant plantings within the courtyard and are associated with its historical significance, should be retained, while drought tolerant plantings can be sensitively introduced in numerous locations among the courtyard’s planting beds.

¹⁴ Green Hollow Square. Draft EIR. February 2011. II-34.

the Brentwood community most identifies with; numerous comment letters received on the NOP for this project emphasized the unique layout of this sheltered courtyard and the opportunities it providing as a gathering space.

While the DEIR states that Alternative 4 "would also not provide the same type of well-defined pedestrian network that would be provided by the proposed project given the retention of the Barry Building,"¹⁵ opportunities do exist to adapt the Barry Building to create a more unified pedestrian network throughout the project site. An example of the this type of flexibility could include the creation of breezeways, achieved through re-allocation of ground floor retail space, to provide direct access to the courtyard from the western and eastern sides of the building. Opportunities may also exist to convert a portion of the roof into usable space to address the height difference between the Barry Building and the taller new buildings.

IV. Impacts to the Coral Trees along Median of San Vicente Blvd. (HCM #148)

The Conservancy is also concerned with the project's optional design feature for a mid-block turn lane across the San Vicente median. We concur with the finding that allowing removal of some coral trees for new mid-block crossings could have a cumulative impact on the continuous, uninterrupted nature of this linear monument (HCM#148). To avoid setting a precedent, we ask that the optional mid-block turn lane not be adopted as part of any project.

The Conservancy remains committed to working with the applicants, members of the community, and the City Council office to develop a plan that meets the project objectives, respects community priorities, and retains the historic Barry Building and landscape. Thank you for the opportunity to comment on the DEIR for the Green Hollow Square project. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

Sincerely,



Adrian Scott Fine
Director of Advocacy

cc: Councilmember Bill Rosendahl, Council District 11
Ken Bernstein, Department of City Planning, Office of Historic Resources
Brentwood Homeowners Association

¹⁵ Green Hollow Square. Draft EIR. February 2011. VI-65.

ATTACHMENT F

**Quotations of Expert Opinions
about the Barry Building's Importance as Historical Resource**

The Barry Building: *Expert Opinions*

“The Barry Building is an important historical-cultural monument. It’s a prime example of mid-century modernist architecture. As an architect, coming from a lineage of architects, and a resident of Los Angeles County, I ask you to help save this important part of our cultural & architectural history.”

Eric Lloyd Wright, *Architect and grandson of Frank Lloyd Wright*,
April 2012 (www.elwright.net/ericlloydwright.html)

“I am appalled at the prospect of the demolition of the Barry Building – an important structure with historic value and well-suited to its site – and strongly urge the City Council to prevent its demolition. The central courtyard, lush landscaping, and open-air circulation are typical of California buildings of this era, and the Barry Building is an important surviving example, worthy of preservation.”

Bobbye Tigerman, *Ass’t Curator of Decorative Arts, LACMA*
Co-Curator of LACMA’s California Design, 1930-1965: “Living in a Modern Way,” March 2012

“I am writing to register my dismay, in the strongest possible terms, that the demolition of the Barry Building (Historic-Cultural Monument #887) could even be contemplated.”

“There is a hugely important tangible heritage and it is quickly and quietly slipping away from your grasp. The Barry Building can simply not be one of those casualties to convenience.” “Save the Barry Building. Reuse the Barry Building. Be glad in 10 years from now that short-termism was defeated and level heads prevailed to **preserve** what you already have.”

Sharon Cather, *Courtauld Institute of Art, University of London*
VP of the International Institute for Conservation, March 2011

“I think this is a jewel of a building, which was designed by a thoughtful, acclaimed, young architect. And it has contributed over the last 50 years to the liveliness of the Community. These qualities are extremely rare along San Vicente.” “I would hope that this building would be restored to its original splendor so that future generations can really enjoy it and use it as a study.”

Mary-Klaus Martin, *Chair of the Cultural Heritage Commission*
City of Los Angeles, July 2007

“There aren’t many good buildings in our society which can offer to a community the values that this building does offer, especially its central court; it’s a centerpiece.”

Julius Shulman, *famed Architectural Photographer, July 2007*

“This building is austere. When you first see it, the details are rewarding and ultimately magnificent. It’s a beautiful example of mid-century architecture.”

Jay Platt, *Los Angeles Conservancy, July 2007*

The Barry Building: *Expert Opinions*

“I believe that you must preserve over the ages examples of really good architecture that the next generations will come to visit and appreciate. And we need to keep that thread. And the Barry Building is one of the buildings that exemplifies that thread.”

Marvin Rand, *famed Architectural Photographer, July 2007*

“This building is a prototype of an astounding example of the modern style which is increasingly hard to find.”

Taylor Louden, *renowned Preservationist Architect, July 2007*

“I would like to add my unconditional support for designating the Barry Building as a Historic Monument... Landmarks let people share a sense of place, identity and cohesiveness, both literally and figuratively. Without them, we are alone, with them, we are a community.”

Mahasti Afshar, *former Group Director, Heritage Recognition
Getty Conservation Institute, August 2007*

"I am writing to urge the City of Los Angeles to preserve the Barry Building. As a historian, I recognize the value this building brings to its neighborhood and the city. As an architect, I am concerned that the issues of good urban planning -- the life blood of a healthy city -- are being ignored. I have written eighteen books, including many on the architectural history of Los Angeles in the mid-twentieth century, when this building was built. The architectural history of this important era is threatened when a designated cultural landmark such as this is demolished. It must not be heedlessly erased, lest we suffer from self-inflicted amnesia. For the economic, urban, and historic viability of the city, the Barry Building should be preserved."

Alan Hess, *prominent Architect, Architectural Critic and Historian, May 2012*

“Allowing the demolition of a designated HCM [Historic- Cultural Monument] is exceedingly rare and sets a bad precedent. Out of more than 1,000 HCMs in Los Angeles, only around half a dozen have been demolished purely for new development” – and no designated commercial structure has been demolished in Los Angeles since 1985: “The 1985 demolition of the Philharmonic Auditorium Building (HCM #61) remains an ever-present reminder that our city’s landmarks can be vulnerable. Despite receiving HCM designation in 1969 for its rich cultural heritage and architectural significance, this prominent landmark opposite Pershing Square was demolished for a mixed-use development project that never materialized. *Twenty-seven years after its demolition, the site remains a parking lot.*” “If the Barry Building were demolished, its loss would call into question the City’s ability to protect our cultural heritage when clear adaptive reuse options exist.”

Los Angeles Conservancy, *Website, Advocacy Issues
www.laconservancy.org/issues/issues_barry.php#about, 2012*

ATTACHMENT G

July 17, 2007

**Cultural Heritage Commission Report
Los Angeles City Council File No. 07-2309**

DEPARTMENT OF
CITY PLANNING
OFFICE OF HISTORIC RESOURCES
200 N. SPRING STREET, ROOM 620
LOS ANGELES, CA 90012-4801

CULTURAL HERITAGE COMMISSION

MARY KLAUS-MARTIN
PRESIDENT
RICHARD BARRON
VICE-PRESIDENT
ALMA M. CARLISLE
GLEN C. DAKE
MIA M. LEHRER
COMMISSION OFFICE
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271
GORDON B. HAMILTON
DEPUTY DIRECTOR
(213) 978-1272
ROBERT H. SUTTON
DEPUTY DIRECTOR
(213) 978-1274
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.lacity.org/PLN

DATE: **JUL 17 2007**

Los Angeles City Council
Room 395, City Hall
200 North Spring Street
Los Angeles, California 90012

ATTENTION: Barbara Greaves, Legislative Assistant
Planning and Land Use Management Committee

CASE NUMBER: **CHC-2007-1585-HCM**
THE BARRY BUILDING
11973 WEST SAN VICENTE BOULEVARD

At the Cultural Heritage Commission meeting of **July 12, 2007**, the Commission moved to include the above property in the list of Historic-Cultural Monuments, subject to adoption by the City Council.

As required under the provisions of Section 22.126 of the Los Angeles Administrative Code, the Commission has solicited opinions and information from the office of the Council District in which the site is located and from any Department or Bureau of the city whose operations may be affected by the designation of such site as a Historic-Cultural Monument. Such designation in and of itself has no fiscal impact. Future applications for permits may cause minimal administrative costs.

The City Council, according to the guidelines set forth in Section 22.125.1 of the Los Angeles Administrative Code, shall act on the proposed inclusion to the list within 90 days of the Council or Commission action, whichever first occurs. By resolution, the Council may extend the period for good cause for an additional 15 days.

The Cultural Heritage Commission would appreciate your inclusion of the subject modification to the list of Historic-Cultural Monuments upon adoption by the City Council.

The above Cultural Heritage Commission action was taken by the following vote:

Moved: Commissioner Martin
Seconded: Commissioner Barron
Ayes: Commissioners Dake, Lehrer and Martin
Vote: 5-0


Sheldred Alexander, Commission Executive Assistant
Cultural Heritage Commission

SA

Attachment: Staff Report with Findings

c: Charles T. Munger and Nancy B. Munger, Owners
Diane M. Caughey, Friends of the Barry Building, Applicant
GIS

Handwritten initials



**Los Angeles Department of City Planning
RECOMMENDATION REPORT**

ITEM 5

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2007-1585-HCM

HEARING DATE: July 12, 2007
TIME: 10:00 AM
PLACE: City Hall, Room 1060
200 N. Spring Street
Los Angeles, CA
90012

Location: 11973 W. San Vicente Boulevard
Council District: 11
Community Plan Area: Brentwood - Pacific
Palisades
Area Planning Commission: West Los Angeles
Neighborhood Council: None
Legal Description: Westgate Acres, M B 7-90/91,
Lot 51

PROJECT: Historic-Cultural Monument Application for the
BARRY BUILDING

REQUEST: Declare the property a Historic-Cultural Monument

APPLICANT: Diane M. Caughey
Friends of The Barry Building
19757 Inspiration Trail
Topanga, CA 90290

OWNER: William H. Borthwick and David B. Borthwick
245 N. Saltair Avenue
Los Angeles, CA 90049

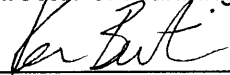
Charles T. Munger and Nancy B. Munger
PO Box 55007
Los Angeles, CA 90055

RECOMMENDATION

That the Cultural Heritage Commission:

1. **Declare** the property a Historic-Cultural Monument per Los Angeles Administrative Code Section 22.125.
2. **Adopt** the report findings.

S. GAIL GOLDBERG, AICP
Director of Planning




Ken Bernstein, Manager
Office of Historic Resources



Lambert M. Giessinger, Historic Preservation Architect
Office of Historic Resources

Prepared by:



Edgar Garcia, Preservation Planner
Office of Historic Resources

Attachments: March 24, 2007 Historic-Cultural Monument Application

FINDINGS

1. The building “embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction” as an example of International Style commercial architecture.
2. The property reflects “the broad cultural, economic, or social history of the nation, State or community” for its association with the development of the San Vicente commercial corridor in Brentwood.

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

SUMMARY

Built in 1951, this two-story commercial building exhibits character-defining features of mid-twentieth century International Style architecture. The flat-roofed rectangular building is organized around a central courtyard and opens to the street under a front façade raised one floor above the sidewalk on small steel pipe columns, in the style of pilotis. The exterior is clad in stucco with wood trim. Windows are floor to ceiling grid and louver windows on the interior courtyard with smaller steel frame windows on the façade. The raised front façade consists of an unadorned stucco plane with a simple horizontal band of windows treated with operable vertical sunshades. Beneath the southeast corner a small freestanding structure serving as a storefront sits slightly askew to the orthogonal grid of the building. A garden courtyard extends beneath the building, creating an entrance off the street while maintaining the enclosure of the courtyard. Surrounding the open courtyard on two levels are small office suites, accessed by two curving stairs, located on diagonal corners. The staircases have concrete-filled steel pan treads that cantilever from a central concrete pedestal punctuated with triangular decorative openings. Steel pipes support both the stair and second floor walkway railings, with exposed detailing such as exposed metal plates and bolts serving as decorative elements. A surface parking lot at the rear of the property lot connects to the subject building’s courtyard via a small breezeway. Significant landscape features include the mature tropical plants in the courtyard.

The subject building is a well-preserved example of a mid-twentieth century California variant of International Style modern architecture. The subject building was designed by architect Milton Caughey (1911-1958), winner of four Merit Awards by the Southern California Chapter of the AIA. Two of Caughey’s residential designs, the Garred House (1949) and Goss House (1950), were cited in the first edition of David Gebhard and Robert Winter’s seminal *Guide to Architecture in Southern California* (1965).

First housing Brentwood Books in 1960 and subsequently Dutton’s Brentwood Books, the building’s ground-floor storefront and courtyard have served as a bookstore and café for nearly 50

years and have become a gathering place and landmark for the Brentwood community. Authors and prominent figures such as Kurt Vonnegut, Carlos Fuentes, Isabel Allende, Alice Walker and Al Gore have held book signings and readings at Dutton's Brentwood Books.

Later alterations to the subject property include a 1993 addition of a small receiving and storage structure at the rear. The screens originally separating the rear patios from the parking lot have been removed, as have a few of the original windows which have been replaced with aluminum windows. In addition, some windows have been painted over. The men's bathroom has been remodeled and a low ramp has been added in the courtyard. A large section of the original planting at the center of the courtyard has been paved. Overall, these alterations have not compromised the architectural integrity of the subject building.

The subject property is located in front of a median of coral trees on San Vicente Boulevard, a landscape feature designated as Historic-Cultural Monument #148.

DISCUSSION

The Barry Building property successfully meets two of the specified Historic-Cultural Monument criteria: 1) "embodies the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction" and 2) reflects "the broad cultural, economic, or social history of the nation, State or community." As a commercial building designed in the International Style that helped shape the development of the San Vicente commercial corridor in Brentwood, the property qualifies for designation as a Historic-Cultural Monument based on these criteria.

The architectural design and layout of the subject building is a distinguished example of mid-20th century modern architecture in Southern California and the influence of Corbusier and the International Style. Its highly original use of a courtyard space with modern design elements presents a unique example of International Style architecture in Los Angeles. Although appearing seemingly sparse and modest in design at first glance, closer inspection of the subject building reveals subtle design features and detailing such as curving cantilevered stairs, pilotis-style posts, grid and louver windows, metal railings, slightly angled storefronts, and solid smooth unornamented surfaces. The successful combination of design, scale, landscaping and pedestrian accessibility, often rare with mid-20th century commercial buildings, also contributes to the originality of the Barry Building's architecture.

Although the subject building's architect, Milton Caughey, appears to be a noteworthy architect as proven by his extant designs, his early passing at the age of 46 makes it difficult to determine a potential recognition as a "master architect" under the ordinance's criteria. The subject building appears to be Caughey's only extant commercial building.

The subject building's use as a book store since 1960, particularly since the opening of Dutton's Brentwood Books in 1984, has contributed to the commercial development and social and cultural history of the San Vicente commercial area in Brentwood. As a well-recognized gathering spot and local landmark, the building's relationship between its commercial use as a bookstore and its unique architectural design have contributed greatly to the growth and development of San Vicente Blvd as a vibrant commercial corridor.

11973 N. San Vicente Blvd.

CHC-2007-1585-HCM

Page 4 of 4

BACKGROUND

At its meeting of May 3, 2007, the Cultural Heritage Commission voted to take the application under consideration. On May 17, 2007, the Cultural Heritage Commission toured the subject property.

Los Angeles Department of City Planning

RECOMMENDATION REPORT

CULTURAL HERITAGE COMMISSION

CASE NO.: CHC-2007-1585-HCM

HEARING DATE: May 3, 2007
TIME: 10:00 AM
PLACE: Hollywood Women's
Club
1749 N. La Brea
Los Angeles, CA 90046

Location: 11973 W. San Vicente Boulevard
Council District: 11
Community Plan Area: Brentwood - Pacific
Palisades
Area Planning Commission: West Los Angeles
Neighborhood Council: None
Legal Description: Westgate Acres, M B 7-90/91,
Lot 51

PROJECT: Historic-Cultural Monument Application for the
The Barry Building

REQUEST: Declare the property a Historic-Cultural Monument

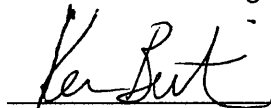
APPLICANT: Diane M. Caughey
Friends of The Barry Building
19757 Inspiration Trail
Topanga, CA 90290

OWNER: William H. Borthwick and David B. Borthwick
245 N. Saltair Avenue
Los Angeles, CA 90049

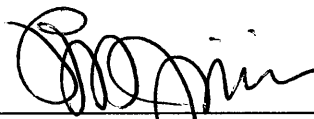
RECOMMENDATION That the Cultural Heritage Commission:

1. **Take the property under consideration** as a Historic-Cultural Monument per Los Angeles Administrative Code Section 22.125 because the application and accompanying photo documentation suggest the submittal may warrant further investigation.
2. **Adopt** the report findings.

S. GAIL GOLDBERG, AICP
Director of Planning



Ken Bernstein, Manager
Office of Historic Resources



Lambert M. Giessinger, Architect
Office of Historic Resources

Prepared by:



Dganit Shtorch
Office of Historic Resources

Attachments: March 24, 2007 Historic-Cultural Monument Application
ZIMAS Report

SUMMARY

Built in 1951 and located at 11973 San Vicente Boulevard in Brentwood this two-story, flat-roofed commercial structure exhibits character-defining features of a mid-twentieth century California modern style structure. The building is organized around a central courtyard and opens to the street under a front façade raised one floor above the sidewalk on small steel pipe columns, pilotis style. The garden courtyard extends beneath the building creating an entrance off the street while maintaining a sense of enclosure within the courtyard. There is a surface parking lot at the rear of the property lot at the rear of the property connected to the courtyard by a small breezeway. Surrounding the open courtyard on two levels are small office suites. Dutton's Brentwood Bookstore has occupied the majority of the ground floor spaces for the past 22 years. Beneath the southeast corner of the raised front façade, a small freestanding structure sits slightly askew to the orthogonal grid of the building.

The building composition consists of a courtyard which becomes the organizational center of the building, serving as both public circulation and an outdoor room. Two curving stairs, located on diagonal corners, modulate the courtyard space. Their concrete filled steel pan treads cantilever from a central concrete pedestal punctuated with triangular decorative openings. Steel pipes support both the stair and second floor walkway railings. Exposed detailing such as that of the exposed metal plates and bolts which support the railings are part of the overall building aesthetic.

The subject building may be significant as a well-preserved example of mid-twentieth century California modern architecture. In addition, the architect, Milton Caughey, was one whose work continued and advanced the tradition of the new architecture in Los Angeles, originally founded in the ideas of the 1920's and 1930's and established as a California movement by Schindler and Neutra.

Later alterations to the subject property include a 1993 addition of a small receiving and storage structure at the rear. The screens originally separating the rear patios from the parking lot have been removed as have a few of the original windows which have been replaced with aluminum ones. In addition, some windows have been painted over. The men's bathroom has been remodeled and a low ramp has been added in the courtyard. A large section of the original planting at the center of the courtyard has been paved.

First housing Brentwood Books in 1960 and subsequently Dutton's Brentwood Books, the building and the courtyard have provided a communal gathering place, where such authors and prominent figures as Kurt Vonnegut, Alice Walker and Al Gore have held their book signings. In addition, daily readings are held in the courtyard space which has been utilized as an intimate neighborhood resource for many years. The suites of the original barbershop and dentist office are still used as such today.

CRITERIA

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon) building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic, or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, State or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style

or method of construction, or a notable work of a master builder, designer or architect whose individual genius influenced his age.

FINDINGS

Based on the facts set forth in the summary and application, the Commission determines that the application is complete and that the property is significant enough to warrant further investigation as a potential Historic-Cultural Monument.

**HISTORIC-CULTURAL MONUMENT
APPLICATION**

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

IDENTIFICATION

1. NAME OF PROPOSED MONUMENT THE BARRY BUILDING
2. STREET ADDRESS 11973 W. SAN VICENTE BLVD.
CITY LOS ANGELES, ZIP CODE 90049 COUNCIL DISTRICT 11
3. ASSESSOR'S PARCEL NO. 4404-025-008
4. COMPLETE LEGAL DESCRIPTION: TRACT WESTGATE ACRES
BLOCK HONE LOT(S) 51 ARB. NO. 1
5. RANGE OF ADDRESSES ON PROPERTY 11973 & 11975 W. SAN VICENTE BLVD.
6. PRESENT OWNER WILLIAM H. BORTHWICK, ETAL. & DAVID B. BORTHWICK
STREET ADDRESS 245 N. SALT AIR AVE E-MAIL ADDRESS:
CITY LOS ANGELES. STATE CA ZIP CODE 90049 PHONE ()
OWNERSHIP: PRIVATE _____ PUBLIC _____
7. PRESENT USE COMMERICAL/OFFICE ORIGINAL USE COMMERICAL/OFFICE

DESCRIPTION

8. ARCHITECTURAL STYLE MID-TWENTIETH CENTURY CALIFORNIA MODERN
(SEE STYLE GUIDE)
9. STATE PRESENT PHYSICAL DESCRIPTION OF THE SITE OR STRUCTURE (SEE OPTIONAL DESCRIPTION WORK SHEET, 1 PAGE MAXIMUM)
SEE ATTACHED

HISTORIC-CULTURAL MONUMENT
APPLICATION

NAME OF PROPOSED MONUMENT THE BARRY BUILDING

10. CONSTRUCTION DATE: 1951 FACTUAL: ESTIMATED:

11. ARCHITECT, DESIGNER, OR ENGINEER MILTON H. CAUGHEY, AIA

12. CONTRACTOR OR OTHER BUILDER _____

13. DATES OF ENCLOSED PHOTOGRAPHS MARCH 10, 2007
(1 8X10 BLACK AND WHITE GLOSSY AND 1 DIGITAL E-MAILED TO CULTURAL HERITAGE COMMISSION@LACITY.ORG)

14. CONDITION: EXCELLENT GOOD FAIR DETERIORATED NO LONGER IN EXISTENCE

15. ALTERATIONS SEE ATTACHED PHYSICAL DESCRIPTION

16. THREATS TO SITE: NONE KNOWN PRIVATE DEVELOPMENT VANDALISM PUBLIC WORKS PROJECT
 ZONING OTHER _____

17. IS THE STRUCTURE: ON ITS ORIGINAL SITE MOVED UNKNOWN

SIGNIFICANCE

18. BRIEFLY STATE HISTORICAL AND/OR ARCHITECTURAL IMPORTANCE: INCLUDE DATES, EVENTS, AND PERSON ASSOCIATED
WITH THE SITE (SEE ALSO SIGNIFICANCE WORK SHEET. 750 WORDS MAXIMUM IF USING ADDITIONAL SHEETS)

SEE ATTACHED

19. SOURCES (LIST BOOKS, DOCUMENTS, SURVEYS, PERSONAL INTERVIEWS WITH DATES) _____

SEE ATTACHED

20. DATE FORM PREPARED MARCH 24, 2007 PREPARER'S NAME DIANE M. CAUGHEY

ORGANIZATION FRIENDS OF THE BARRY BUILDING STREET ADDRESS 19757 INSPIRATION TRAIL

CITY TOPANGA STATE CA ZIP CODE 90290 PHONE (310) 455-9897

E-MAIL ADDRESS: diane.caughey@gmail.com

DESCRIPTION WORK SHEET

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

THE BARRY BUILDING IS A 2 -STORY,
NAME OF PROPOSED MONUMENT NUMBER OF STORIES

1950's CALIFORNIA MODERN RECTANGULAR PLAN COMMERCIAL/OFFICE
ARCHITECTURAL STYLE (SEE LINE 8 ABOVE) PLAN SHAPE (Click to See Chart) STRUCTURE USE (RESIDENCE, ETC.)

WITH A STUCCO FINISH AND WOOD TRIM,
MATERIAL (WOOD SLIDING, WOOD SHINGLES, BRICK, STUCCO, ETC.) MATERIAL (WOOD, METAL, ETC.)

IT'S FLAT ROOF IS ASPHALT WOOD & METAL
ROOF SHAPE (Click to See Chart) MATERIAL (CLAY TILE, ASPHALT OR WOOD SHINGLES, ETC.) WINDOW MATERIAL

METAL CASEMENT, WOOD FIXED & AWNING WINDOWS ARE PART OF THE DESIGN,
WINDOW TYPE (DOUBLE-HUNG (SLIDES UP & DOWN), CASEMENT (OPENS OUT), HORIZONTAL SLIDING, ETC.)

THE ENTRY FEATURES A _____,
DOOR LOCATION (RECESSED, CENTERED, OFF-CENTER, CORNER, ETC.)

FLUSH WOOD PANEL + WOOD & GLASS DOORS ADDITIONAL CHARACTER DEFINING ELEMENTS
ENTRY DOOR STYLE (Click to See Chart)

OF THE STRUCTURE ARE COURTYARD GARDEN AT CENTER OF BUILDING,
IDENTIFY ORIGINAL FEATURES SUCH AS PORCHES (SEE CHART); BALCONIES; NUMBER AND SHAPE OF DORMERS (Click to See Chart)

SUNSCREENS, FRONT FACADE ON PILOTIS, METAL RAILINGS,
NUMBER AND LOCATION OF CHIMNEYS; SHUTTERS; SECONDARY FINISH MATERIALS; PARAPETS; METAL TRIM; DECORATIVE TILE OR CAST STONE; ARCHES;

CURVED EXTERIOR STAIRS (2), FULL-HEIGHT GLAZING IN WOOD CASEMENTS,
ORNAMENTAL WOODWORK; SYMMETRY OR ASYMMETRY; CORNICES; FRIEZES; TOWERS OR TURRETS; BAY WINDOWS; HALFTIMBERING; HORIZONTALLY;

SECOND FLOOR OPEN WALKWAYS. (SEE ATTACHED DESCRIPTION)
VERTICALLY; FORMALITY OR INFORMALITY; GARDEN WALLS, ETC.

SECONDARY BUILDINGS CONSIST OF A NONE
IDENTIFY GARAGE, GARDEN SHELTER, ETC.

SIGNIFICANT INTERIOR SPACES INCLUDE HIGH CEILINGS, FULL-HEIGHT GLAZING, STONE FLOOR
IDENTIFY ORIGINAL FEATURES SUCH AS WOOD PANELING; MOLDINGS AND TRIM; SPECIAL GLASS WINDOWS;

ORNATE CEILINGS; PLASTER MOLDINGS; LIGHT FIXTURES; PAINTED DECORATION; CERAMIC TILE; STAIR BALUSTRADES; BUILT-IN FURNITURE, ETC.

IMPORTANT LANDSCAPING INCLUDES TROPICAL PLANTS BROUGHT FROM AROUND THE
IDENTIFY NOTABLE MATURE TREES AND SHRUBS
WORLD BY ORIGINAL OWNER, DAVID BARRY.

SIGNIFICANCE WORK SHEET

TYPE OR HAND PRINT IN ALL CAPITAL BLOCK LETTERS

Complete One or Both of the Upper and Lower Portions of This Page

ARCHITECTURAL SIGNIFICANCE

THE BARRY BUILDING IS AN IMPORTANT EXAMPLE OF
NAME OF PROPOSED MONUMENT

MID-TWENTIETH CENTURY CALIFORNIA MODERN ARCHITECTURE
ARCHITECTURAL STYLE (SEE LINE 8)

AND MEETS THE CULTURAL HERITAGE ORDINANCE BECAUSE OF THE HIGH QUALITY OF ITS DESIGN AND THE RETENTION OF ITS ORIGINAL FORM, DETAILING AND INTEGRITY.

A N D / O R

HISTORICAL SIGNIFICANCE

THE BARRY BUILDING WAS BUILT IN 1951
NAME OF PROPOSED MONUMENT YEAR BUILT

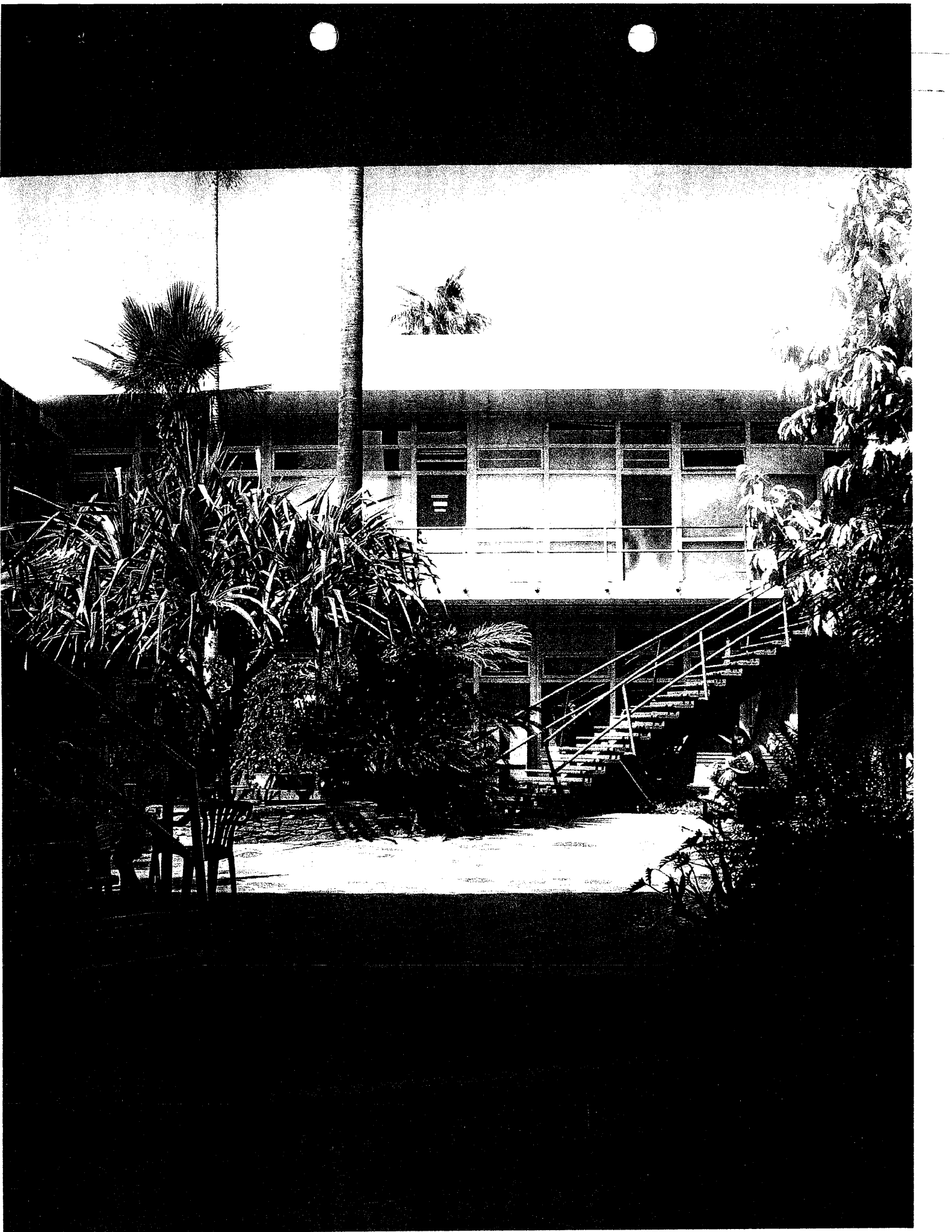
MILTON H. CAUGHEY, ARCHITECT WAS IMPORTANT TO THE
NAME OF FIRST OR SIGNIFICANT OTHER

DEVELOPMENT OF LOS ANGELES BECAUSE OF HIS CONTRIBUTION TO THE DEVELOPMENT
OF MID-TWENTIETH CENTURY CALIFORNIA MODERN ARCHITECTURE,
(SEE SIGNIFICANCE STATEMENT)



Comerica

BOOKS



Physical Description

The Barry Building

The 13,300 square foot Barry Building located at 11973 San Vicente Boulevard in Brentwood is a two-story, flat-roofed commercial structure constructed in 1951. Designed in a mid-twentieth century California modern style, the building is organized around a central courtyard. The building opens to the street under a front façade raised one floor above the sidewalk on small steel pipe columns, pilotis style. The garden courtyard spreads out beneath the building creating a welcoming entrance off the street while maintaining an intimate sense of enclosure within the courtyard. The building is located on the property immediately adjacent to the street. There is a surface parking lot at the rear of the property connected to the courtyard by a small breezeway. Surrounding the open courtyard on two levels are small office suites. For the past 22 years Dutton's Brentwood Bookstore has occupied the majority of the ground floor spaces. Beneath the southeast corner of the raised front facade a small freestanding structure, currently used as a café, sits slightly eschew to the orthogonal grid of the building. Its twisted grid acknowledges the entrance to the on-site parking while directing pedestrians into the courtyard beyond.

The building is a composition of masses and voids, transparencies and solids. The four interior sides of the building create the void of the inner courtyard. The front and back building pieces read as separate but integrated horizontal masses overlapping the slightly lower side elements. The inner void of the courtyard becomes the heart and organizational center of the building, serving as both public circulation and an outdoor room. Two elegantly curving stairs, located on diagonal corners, modulate the courtyard space. Their concrete filled steel pan treads cantilever from a central concrete pedestal punctuated with triangular decorative openings. The stair and second floor walkway railings are supported by small steel pipes that tilt slightly inward. The railing is connected to the building with exposed metal plates and bolts. Such exposed structural detailing celebrates the workman's craft and becomes part of the overall building aesthetic.

The building is primarily stucco over wood frame construction with floor to ceiling large grid wood windows on the majority of the interior facades as well as on the rear facade of the building. Smaller steel frame windows occur along the outside facades. The raised front façade consists of an unadorned stucco plane with a simple horizontal band of windows treated with operable vertical sunshades that provide environmental control for the south facing offices. Inside the courtyard solar control is addressed through full-height, horizontal wood louvers set away from the façade of the west facing offices. On the east interior façade an open decorative wood grid provides a compositional counterpoint to the louver screen opposite. Additional passive environmental features that occur throughout the building include overhangs for sun control and operable clerestory windows for natural ventilation.

The building is a series of visual layers and transparencies as one moves from the street through the pilotis entry and into the courtyard. The open street side acts as a picture frame inviting the eye under the building into the courtyard beyond. At the upper back of the courtyard a colorful Mondrian-like composition of geometric window grids pulls the eye deeper into the space. The rich tropical planting welcomes one to move into the heart of the courtyard where the transparency of the floor to ceiling glass allows one to see through the building to where, in the past, small garden patios existed behind each office. At the second floor, views through

the abundant glazing and over the roof tops reveal adjacent high rise buildings and local trees.

The building sits within a context of several other late-forties or early-fifties modern style buildings. To the east, Milton Caughey designed a group of small two-story shops across the driveway from the Barry Building. Built in about 1953, they are of a similar modern style and detailing. There is a tiny courtyard off the driveway allowing for entrances to a few rear shops and room for one large tree. Prior to the construction of the Barry Building and to its west, David Barry built a one-story modern-style building which housed the original office of David Barry Jr., but is now occupied by the Mano Gallery. When the courtyard building was built he moved to its second floor and still maintains his office there today. Sandwiched between the Barry Building and the gallery is an open floral shop with a plant nursery behind. The Bonner School, also a low profile modern era building, sits west of the gallery.

The Barry Building is generally in good condition with only a few changes made to the original building. In 1993 a small addition for receiving and storage was built at the rear of the building and the screens originally separating the rear patios from the parking lot have been removed. The men's bathroom has been remodeled, a few windows have been replaced with aluminum ones and some windows have been painted over. A low ramp has been added in the courtyard. Some of the original tropical landscaping remains in the courtyard today, however a large section of original planting at the center of the courtyard has been paved over with flagstone in order to accommodate a variety of outdoor activities.

Significance Statement

The Barry Building

The Barry Building in Brentwood is significant as an excellent example of mid-twentieth century California modern architecture and as a recognition of the architect's contribution, during his eleven short years of practice, to the architectural movement of the 1950's. The architect, Milton Caughey, was one whose work continued and advanced the tradition of the new architecture in Los Angeles, originally founded in the ideas of the late '20's and '30's and established as a California movement by Schindler and Neutra. The Barry Building embodies the aesthetic and stylistic features typical of the experimentation with new ideas that gave such vitality to the architecture of the period. The building reflects the architect's contribution to exploring variations on the ideas of space and design inherent in the California modern movement. According to Gebhard and Winter in *Guide to Architecture in Southern California*, the momentum of ideas and vitality that earlier enlightened the architecture of Los Angeles had run down by 1965. The Barry Building, built in 1951, is one of the rare commercial buildings left in West Los Angeles that exemplifies the period of great inspiration and ingenuity in California modern architecture.

The small commercial courtyard building was commissioned by developer David Barry and designed by local architect Milton H. Caughey, AIA. Built in 1951, the building exemplifies the concerns of the modern movement as it manifest in Southern California where the mild climate and ideals of a California lifestyle influenced the typology of the modern architecture practiced there. Milton Caughey's work explores interests similar to those of his contemporary masters, such as the unity of interior and exterior space, the abstraction and simplification of form, harmony with nature, healthy living and environmental considerations. The Barry Building embodies these modernist concerns as well as the individual creativity of the architect.

The Architect

Milton H. Caughey was born in 1911 in Pennsylvania. He received his BA from Amherst College in 1934 and his MFA from the Yale School of Architecture in 1938. In the summer of 1936 he worked for the influential Neo-classicist firm of McKim, Mead and White in New York. After graduation, he worked from 1938-39 for George Howe and later William Lescaze on buildings for the New York World's Fair. Howe and Lescaze designed the first International Style high-rise building in the United States, the Philadelphia Savings Fund Building, (PSFS) in 1932. They were early modern influences on the architect's work. In 1940 Caughey moved from the East Coast to Los Angeles in order to practice modern architecture in an open-minded and climate conducive atmosphere. He worked for March, Smith and Powell there until 1942 when he joined the U.S. Naval Reserve as a lieutenant. In 1947 he opened his own architectural practice in Los Angeles. From 1953—1957 he practiced in a partnership as the firm of Caughey and Ternstrom. Thereafter he practiced as a sole proprietor under Milton Caughey and Associates. In 1958, at age 46, Milton Caughey died suddenly of a heart attack, cutting short the promising career of a highly talented architect in mid-life.

Mr. Caughey received four Merit Awards for Excellence in Design and Execution from the Southern California Chapter of the American Institute of Architects. The first two awards in 1954 were for the Pachappa School and for the Hillburg residence at Capistrano Beach. He received two more awards in 1957 for the Riverside Juvenile Hall and the Monroe School.

Mr. Caughey's work was documented by the well-known architectural photographers Julius Shulman, Marvin Rand and Robert Cleveland. He served as a visiting critic and lecturer at the USC School of Architecture in 1953-54 and 1955-57. He was also a respected and honored watercolor artist and served as president of the Westwood Art Association in 1957.

The legacy of buildings Mr. Caughey left behind is significant given the short time in which he practiced. The Barry Building designed in 1950 was one of the architect's early commissions and one of his few commercial projects. Around the same time he designed the Barrington Playground (1950) and his own residence on Chenault St. (1951), both in Brentwood. Two of his better known California modern houses, the Garred house (1949) and the Goss house (1950) were included in David Gebhard and Robert Winter's classic *Guide to Architecture in Southern California*, published by the Los Angeles County Museum of Art (1965) which featured houses of the modern era by such contemporary masters as Gill, Eames, Saarinen, Neutra, Schindler, and Soriano among others. Schindler, Soriano, and Eames, an acquaintance of Caughey, were most likely the greatest contemporary influences on his work. Like Schindler, he used a romantic personalism in his design and use of space, and an individualism and ingenuity in his treatment of modern motifs.

All of his houses featured flat roofs, exposed wood post and beam construction, walls of glass, large sections of which slide open to patios where outdoor living provided harmony with nature and a healthy California life style. Transparency and visual movement through the spaces were attributes of the modern style he employed with finesse and skill in all his projects. His designs were distinguished by simplicity, clarity of structural systems, and unostentatious architectural charm.

Although he continued to design some houses, by 1953 his attention turned to larger scale work, primarily schools, detention homes and playgrounds, mostly in the Riverside area. The same modern features noted above that were hallmarks of his residential work were translated into these larger projects. Economy of costs through the careful use of materials, the plan organization, passive energy elements and easy maintenance became primary concerns of Caughey in the design of schools. He experimented with new structural materials like exposed metal trusses and diagonal bracing, indoor/outdoor classroom spaces, sun-shading, and covered outdoor hallways, and open classroom plans. Near the end of his life, Caughey, like many modern architects of the time, designed using steel construction, modular systems and prefabrication. As noted in an LA Times article (1959), "When finished it [Rubidoux High School] will exemplify the latest techniques in the use of steel as a primary construction material." (article in appendix)

Significant schools that expressed his continued exploration of the ideas of the California modern typology were Mountain View Elementary School (Riverside 1954), Victoria Elementary School (Riverside, CA 1955), Hemet High School Gym, (Hemet, CA Mid-1950's), Ramona High School (Riverside, CA, associate architect 1956-7), Highland Elementary School (Riverside, CA 1957), and Rubidoux High School (Riverside, CA 1957-8). (photos in Appendix)

In an article in *Architectural Forum*, Oct, 1954 entitled "Young Architects: Ten outstanding buildings by some of the nations most promising young designers," Caughey's Pachappa School was featured noting: "... exterior metal louvers [occur] on both north and south glazing in classrooms to stave off sky glare as well as sun; both side walls of classrooms 100% glazed, horizontally stiffened with exposed X-rod bracing;..." "Bright colored and cheery, this 12-classroom school accepts the bright sun and California kids with unostentatious, but real, architectural charm." (articles in appendix)

The Building

The Barry Building designed in 1950 was one of the architect's few commercial projects. The building expresses the architect's clear interest in exploring modernist ideas. One of the unmistakable influences on the design was Le Corbusier, whose ideas Caughey first encountered while at Yale. The front façade of the Barry building is raised up on steel columns, pilotis style, with the garden spreading out beneath it, reminiscent of one of Le Corbusier's most famous houses, the Villa Savoye. Also influenced by the vernacular of Le Corbusier is the simple planer façade of the Barry building, devoid of decoration except for the horizontal bands of windows. One can see similar Corbusian influences in the CBS Radio Building in Hollywood, designed in 1937-38 by William Lescaze for whom Caughey had previously worked.

Milton Caughey, like Schindler before him, was familiar with and integrated into his designs, the kind of modern experiments in abstraction found in Europe. Interest in geometric abstractions in architecture stem from Neo-plasticism, a Dutch movement based entirely on the abstract geometric compositions of Mondrian. Neo-plasticism grew between 1917 and 1931 in Holland around the review called *De Stijl* and its universal idiom of elemental geometric forms, pure colors and extreme simplicity became an important influence on the formational ideas of the Bauhaus, headed by Walter Gropius. In the Bauhaus aesthetics were combined with practical function.

As an artist as well as architect, it is apparent that Mr. Caughey used these abstract compositional ideas in the Barry building as well as in his later schools. The most obvious use of pure geometric compositions occurs in the building facades where the grid of storefront windows, solid doors, sunshading devices, and the large grid screen become the elements of the composition. These grids interplay to create ever-changing abstract compositions as one moves around the building. The upper back wall of the courtyard works like a Mondrian painting, with the horizontal and vertical window grids forming a geometric composition of solids and voids, neutrals and colors. This type of geometric window composition was highly developed in the work of Charles Eames.

About the same time that ideas of simplification and abstraction were being developed in Europe, there was a parallel interest in simplicity in California. This understated simplicity was hinted at in the solid massing and plain surfaces of the California Mission style. The quiet monumentality of the Mission style so beautifully developed by Irving Gill, had its influence on Southern California modern architecture. The Barry building exemplifies these two influences that helped create a California modern style: the European movement of abstraction and the Mission style of simple surfaces, clear massing, and restrained decoration. In the building these modernist concerns are expressed by the way the four simple masses of the building that form the open courtyard are carefully articulated to read as separate

pieces. These separated masses create an interlocking composition of forms in space. The small twisted café element under the pilotis is intentionally held away from the ceiling plane to separate it from the floating mass above. In the Barry building the architect pushes beyond the modern ideas of his day by introducing the twisted grid into the pure geometry of the rectilinear courtyard. The skewed grid introduces a dynamic element into the building producing a moving composition of abstract geometric parts.

Another idea that was influenced by the modernists and individually developed by the architect was the expression of movement through the building. This sense of movement was achieved by framing the entry and developing layers that pull one through the space. The architect sensitively designed this experience of movement by employing such architectural devices as: the low steps set at a slight angle to the courtyard, the opening and closing down of space through planting, the transparencies that occur where glazing exists on both sides of a room or at glass corners. Additionally, he leads one's eye up and through the space by his use of composition in forms and flat surfaces, forced perspectives created by the curving stairs and the tilted railings.

The courtyard, although a basic organizational device, embodies another California Modernist ideal, that of healthy outdoor living. The unity of exterior and interior spaces, mastered by Neutra and emphasized in the modern houses of the time, is less commonly used here in a commercial setting. The ideals of fresh air, operable windows, outdoor patio space, sunlight with sun controls and a harmony with nature were brought into the workplace in the Barry building. Today, with the green movement in architecture, these features are again highly valued. The courtyard was originally a showcase for many tropical plants brought there from all over the world by the owner David Barry. His special interest in exotic plants resulted in a tropical nursery next door to the Barry building, and in Mr. Barry's influence on the planting of the Coral trees along San Vicente, themselves now an Historic Cultural Monument.

The Barry building is not only an excellent example of mid-twentieth century modern architecture but also an expression of an individual architect's creativity within the modern vernacular. Already mentioned is the introduction of the twisted grid which foreshadowed later contemporary design. The long shallow steps leading one into the courtyard are also set at an angle to the building grid. Like the twisting of the café building these steps provide a dynamic movement within the otherwise simple static orthogonal geometry of the courtyard. The architect designed elements of surprise, playfulness and movement into the calm clarity of the overall scheme. The architect's romantic personalism is expressed in the two elegantly curving stairways that grace the courtyard and gently guide one to the second floor. The playful triangular openings in the concrete stair bases add an abstract composition of their own while subtly echoing the diagonal grid established by the angle of the café. The unique inward tilting stair and walkway railings are another surprising and dynamic invention of the architect. In juxtaposition to their playfulness they express the aesthetic functionality of the modern movement in their straightforward bolted connection to the building.

Today the building has become a authentic piece of the Brentwood fabric, first housing Brentwood Books in 1960 and subsequently the much loved Dutton's Brentwood Books, which has been in the building since 1983. The courtyard provides a well-used community gathering place, where book signings and author's

readings occur daily. Just a few of the well known authors that have signed their books there are Al Gore, Ralph Nader, Carolyn See, Maria Shriver, Alan Shephard, Amy Tan, Gore Vidal, Kurt Vonnegut, Alice Walker, and Tom Wolfe. But it is the local community that uses the building as an intimate neighborhood resource. School fundraisers, community gatherings, noonday lunch-timers, book and café guests, all enjoy using the lush courtyard and surrounding businesses. Many of the businesses, including David Barry Jr., Margorie Braude and Ray Keller, have maintained their offices there for well over 30 years. The suites of the original barbershop and dentist office are still used as such. The building has been called both wonderfully funky and a sacred space. But no matter how each person experiences it, it has become a genuine landmark along San Vicente Boulevard in Brentwood, California.

APPENDIX

The Barry Building

Appendix : The Barry Building Contents:

- (1) Photographic portrait of Milton H. Caughey
- (2) California State Architectural License (1942).
- (3) AIA Award for Excellence in Design and Execution, Riverside Juvenile Hall (1957).
- (4) Citizen-News (Wed. May 29, 1957) First place award for watercolors at Westwood Art Assoc. exhibit and Los Angeles Times (1958) "Architect heads WW Art Group."
- (5) Los Angeles Times (July 16, 1958) "Architect Milton H. Caughey Dies."
- (6) Biography of Milton H. Caughey
- (7) List of Architectural Projects
- (8) The Garred House, Hollywood Hills, CA. 1949 Photo: Julius Shulman.
- (9 & 10) McCall Head, E "Adobe in the modern manner." The Garred House, Source Unknown.
- (11) The Garred House, Hollywood Hills, CA. 1949. Photo: Julius Shulman.
- (12) McCall Head, E. "Boards and batten blends with glass and brick." The Goss House, Brentwood heights, CA. 1950. Source unknown.
- (13 & 14) "A plain rectangle is given a hospitable look," article by Ruth Corell, The Caughey House, Brentwood CA. 1951. Unknown Source.
- (15 - 17) The Caughey House, Brentwood, CA. 1951 Exterior and interior views.
- (18 - 20) Los Angeles Examiner (June 26, 1955) "Easy upkeep down by the sea," by Charles Bowen, (Cover & pg 10-11) The Hillburg House, Capistrano, CA. 1952.
- (21) The Barry Building in 1951, photo: Robert C. Cleveland
- (22) Architectural Forum. (Oct, 1954). "Young architects: Ten outstanding buildings by some of the nations most promising young designers."(pg. 148) "School shielded from the sun."
- (23 & 24) Pachappa School, Riverside, CA. 1953 (AIA Award) Photo: Julius Shulman.
- (25) Victoria Elementary School, Riverside CA. 1953 (AIA Award) Photo: Julius Shulman.
- (26 & 27) *Pacific Architect and Builder*. (Nov. 1958). "Back-to-back classrooms enlarged by courts." (pg. 18-19). Victoria School, Riverside, 1953. (AIA Award)
- 28) Los Angeles Times. (March 25 1956). "Three Riverside schools' dedication conducted."

- (29 -31) Monroe Elementary School, Riverside, CA. 1955, (AIA Award) Photo: Marvin Rand.
- (32) Bryant Elementary School, Riverside, CA. 1950's Photo: Robert C. Cleveland.
- (33 & 34) Highland School, Riverside, CA. 1957. Photo: Marvin Rand.
- (35) "Board Names Senior High Architects" Ramona High School, Riverside. Unknown source.
- (36 & 37) "Plans for A New High School" by Bruce Miller, Ramona High, Riverside, CA 1956-7.
- (38) Los Angeles Times. (Apr. 19, 1959). "Steel units featured at Riverside school."
Rubidoux High School, Riverside, CA. 1957-8.
- (39) Los Angeles Times. (Feb 9, 2007). " Much more than steel and wood," by Diane Caughey.
- (40-42) List of well known authors that had book signings at Dutton's Brentwood Books.
- (43) Santa Monica Mirror, (Feb. 15, 2007). "Save Our Bookstore."



(1) Milton H. Caughey

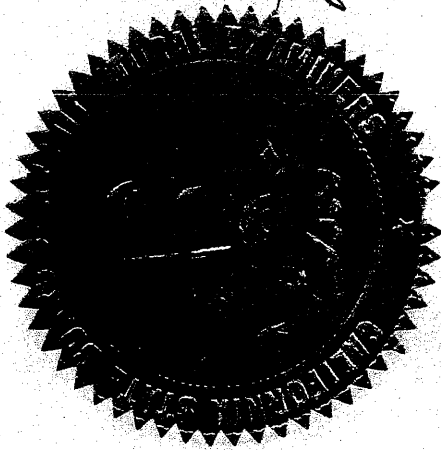
CALIFORNIA STATE BOARD OF ARCHITECTURAL EXAMINERS

DEPARTMENT OF PROFESSIONAL AND VOCATIONAL STANDARDS

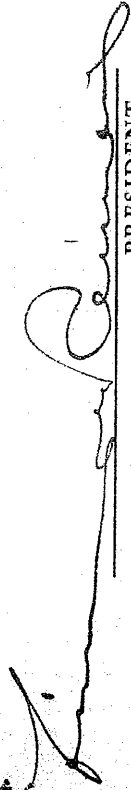
KNOW ALL MEN BY THESE PRESENTS THAT:

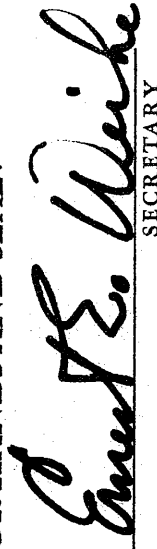
MILTON HAZELTINE CAUGHNEY

HAVING GIVEN SATISFACTORY EVIDENCE OF HIS FITNESS, IS
HEREBY GRANTED THE RIGHT TO PRACTICE ARCHITECTURE
AND TO USE THE TITLE ARCHITECT IN THE STATE OF CALI-
FORNIA AS PROVIDED IN THE ACT TO REG-
ULATE THE PRACTICE OF ARCHITECTURE.



IN WITNESS WHEREOF WE SET OUR HANDS AND SEAL:


PRESIDENT


SECRETARY

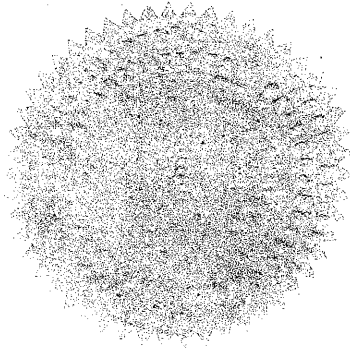
NUMBER **C-429** PROVISIONAL CERTIFICATE NUMBER **P-262**, GRANTED **JAN. 27, 1942**

FOR EXCELLENCE IN DESIGN AND EXECUTION

to architect:
MILTON H. CAUGHEY

for:
JUVENILE HALL, RIVERSIDE

NAAM



PRESIDENT

southern california chapter

1957 MERIT AWARD

Citizen-A

WEDNESDAY, MAY 29, 1935



GOOD WORKS — William H. Caughney, chairman of the Good Works Committee, is seen with other members of the committee, including Mrs. Jane Caughney, in a meeting at the home of Mrs. Platt at 155 Roxbury Dr., Beverly Hills.



MILTON CAUGHEY

The 6-million-dollar pavilion housing the United States exhibition at the Brussels World's Fair is the largest circular building in the world without interior columns, according to the 1935 edition of the American Annual.

Architect Heads WW Art Group

Heading the executive board of Westwood Art Association for the new club year is Milton H. Caughney, Brentwood president, and well known architect and teacher.

Other new officers include Cecil V. Cornara, vice president; Stephen Longstreet, program consultant; Agatha King, bulletin editor; Ida L. Platt, corresponding secretary; Nina Shepherd, recording secretary; Walter Wedel, treasurer; Douglas Duder, exhibit chairman.

Also, Royette Dibbs, member-at-large; chairman, Alice Platt, publicity; Onis Roe, refreshments; and Mrs. Jane Caughney, social chairman.

BOARD MEETING

Caughney announced that the executive board meetings have been scheduled for the second Thursday of the month at 7:30 p.m. Meeting tonight will be at the home of Mrs. Platt at 155 Roxbury Dr., Beverly Hills.

Three members of the association are exhibiting their water color oil and casein paintings at the Security First National Bank in Bungalow Square. They are Eleanor Baddock, Marion Olman and Ed Turner. The exhibit will continue for through the

Architect Milton H. Caughey Dies

Milton H. Caughey, architect, died suddenly in his home at 11773 Chenault St., Brentwood, early yesterday. He was 46.

A native of Warren, Pa., and a graduate of Amherst College and the Yale Graduate School, Mr. Caughey began his architectural career in Los Angeles in 1945 after service as a Navy lieutenant in World War II.

Mr. Caughey was the winner of four Southern California honor awards from the American Institute of Architects. He was president of the Westwood Art Association, president of the West Area Co-ordinating Council of Los Angeles, a member of the architectural board of the Episcopal Diocese of Los Angeles and fleet captain of the South Coast Corinthian Yacht Club.

Mr. Caughey leaves his widow, Mrs. Janet Disque Caughey; two daughters, Linda and Diane; his parents, Mr. and Mrs. Francis Caughey of Warren, Pa.; and a sister, Mrs. Jane Spicer of Rhode Island. Funeral arrangements are pending.

Woodbury Fete Set

Woodbury College will observe its 75th anniversary Friday at a Founders Day open house starting at 9 a.m.

CAUGHEY, Milton Hazeltine, architect, was born in Bellevue, Pa., Dec. 20, 1911, son of Francis Morrow and Grace (Hazeltine) Caughey. Milton H. Caughey received his preparatory education at the Kiskiminetas Springs School, Saltzburg, Pa., and was graduated A.B. in 1934 at Amherst College, and B.F.A. in 1938 at Yale University, where he also did graduate work in architecture. Meanwhile, he was a draftsman for E. A. & E. S. Phillips, architects of Meadville, Pa., in 1935 and for McKim, Meade & White, architects of New York City, in the summer of 1936. He did architectural work in 1938-39 for George Howe and later for William Lascaze, both architects of New York City, in connection with buildings for the New York World's Fair of 1939-40. He was a draftsman for Anthony Lord, Asheville, N.C., in 1939-40, for Albert Kastner, Albany, Ga., in the latter year, and for Marsh, Smith & Powell, Los Angeles, Calif., during 1940-42. After doing architectural work on a U.S. Navy building at San Pedro, Calif., in 1942-43, he was commissioned a lieutenant in the U.S. Naval Reserve, in which capacity he served during the Second World War as an instructor in damage control at Cornell University. For a few months in 1946 he worked as a draftsman for Gordon Kaufmann, Los Angeles. From the latter year until 1953 he conducted an independent architectural practice in Los Angeles, and during 1953-57 he was a member of the architectural firm of Caughey & Ternstrom in that city. Thereafter until the close of his life he practiced as Milton Caughey & Associates. He chiefly designed schools, playgrounds, detention homes, and private residences. His principal projects were the Barrington Playground in Brentwood, Calif. (1950), Riverside County (Calif.) Juvenile Hall (1955), and a number of schools in Riverside, Calif., including the Pachappa School (1953), Mountain View School (1954), Monroe School (1955), Victoria School (1955), and Highland School (1957). He also served as associate architect on the design of Ramona High School in Riverside (1957), and at the time of his death he was working on plans for Rubidoux High School in that community. Caughey served as a visiting critic and lecturer at the University of Southern California School of Architecture in 1953-54 and again during 1955-57. He was the recipient of four honor awards from the Southern California chapter of the American Institute of Architects for buildings designed by him: two in 1954 for the Pachappa School and for the Hillburg residence at Capistrano Beach, Calif., and the other two in 1957 for the Monroe School and the Riverside County Juvenile Hall. Additionally, Caughey served in 1948 as president of the West Los Angeles Coordinating Council for Youth, and from 1955 until his death he was a member of the architectural planning committee of the Episcopal Diocese of Los Angeles. He was a member of the American Institute of Architects, Delta Kappa Epsilon, and the Kiwanis Club of Westwood Village, Calif. His religious affiliation was with All Saints Episcopal Church, Beverly Hills, Calif., and he was a Republican in politics. His pastimes included the study of history and archaeology, hunting, fishing, and sailing, and in connection with the last-named he served as fleet captain of the South Coast Corinthian Yacht Club at one time. An accomplished painter in the medium of water color, Caughey received an award for the best water color in the 1957 art exhibit of the Westwood Art Association, which he served as president in the following year. He was married in Beverly Hills, Calif., Oct. 30, 1937, to Janet, daughter of Kenneth Hulbert Disque of Erie, Pa., an engineer, and had two daughters, Linda and Diane. Milton H. Caughey died in Los Angeles, Calif., July 15, 1958.

JUN 23 1954

Milton H. Caughey: Architectural Projects

Incomplete list

Residential Projects

Garred House, Hollywood Hills, Los Angeles, 1949

Goss House, Brentwood Heights, Los Angeles, 1950

Spicer House, Weekapaug, Rhode Island, 1950

Caughey House, Chenault St, Brentwood, Los Angeles, 1951

El Medio House, Pacific Palisades, 1950-'52 (later bought and remodeled by
Eric Owen Moss as the 708 House)

Hillburg House, Capistrano Beach, CA 1952 (AIA award)

Mudd House, Trancas Beach, Malibu, 1952-'54

Institutional and Commercial Projects

Barry Building, San Vicente Blvd. (AKA The Dutton's building), Brentwood, 1951

Barrington Playground, Brentwood, Los Angeles, 1950

Pachappa Elementary School, Riverside, CA 1953 (AIA award)

Addition to Lowell School, Riverside, CA Early 1950's

Barry Building (adjacent bldgs) Brentwood, CA 1953 (not apart of historic monument)

Mountain View Elementary School, Riverside 1954

Monroe Elementary School, Riverside, CA 1955 (AIA award)

Victoria Elementary School, Riverside, CA 1955

Riverside Juvenile Hall, Riverside CA 1955 (AIA award)

Bryant Elementary School, Riverside, CA Mid-1950's

Walgrove Elementary School, Venice, CA Mid-1950's

Hemet High School Gym, Hemet, CA Mid-1950's

El Sereno Playground, Los Angeles, CA Date unknown

Caughey/Maston Offices, 920 La Cienega Blvd, Beverly Hills, with Maston, 1956

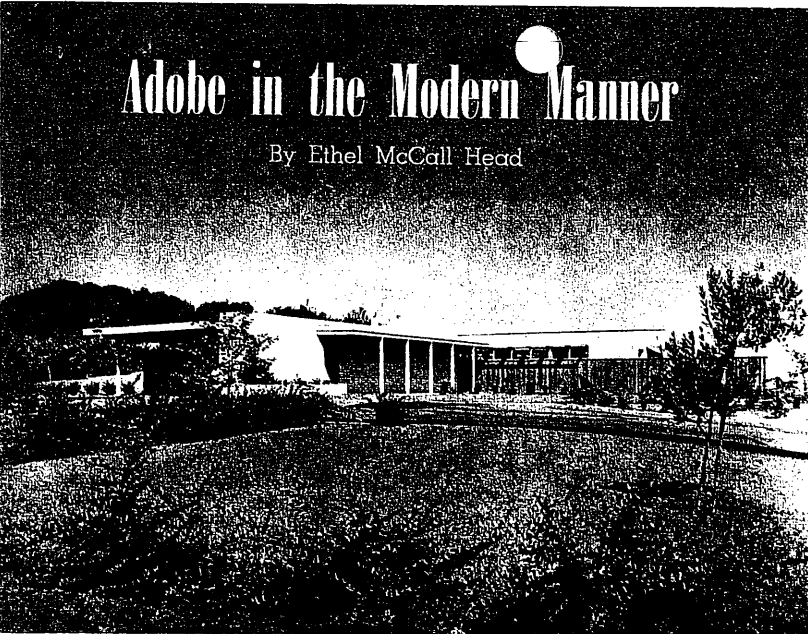
Ramona High School, Riverside, CA, associate architect 1956-7

Highland Elementary School, Riverside, CA 1957

Rubidoux High School, Riverside, CA 1957-8

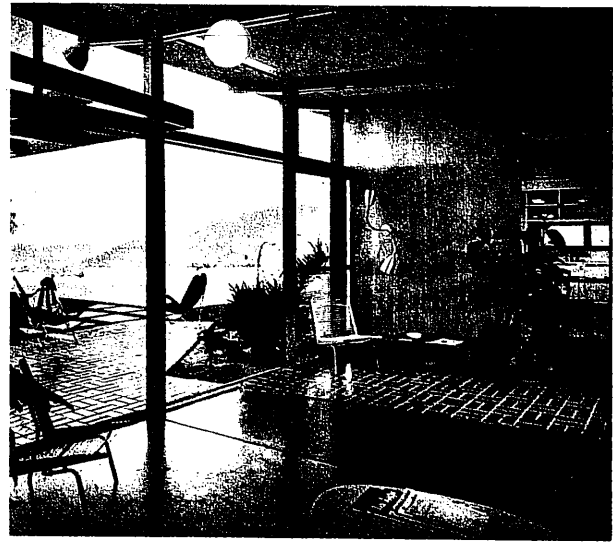
Adobe in the Modern Manner

By Ethel McCall Head



Julius Shulman photos

The Garreds' long, low house has character of a California ranch house but is Modern in treatment. Adobe brick is grayed-grape color, fir of bedroom wing is tobacco brown.



Above: Window wall of concrete and brick-floored living area overlooks the valley. Below: From the terrace one looks into living area, down hall past entrance to study.

THIS long, low house set on a plateau offering magnificent views of city, mountains and valley has a character reminiscent of the Early California ranch house. Built of adobe brick and Douglas fir it has a crisp Contemporary treatment and borrows nothing from the past except the simplest.

Mr. and Mrs. Robert Garred wanted a one-story house for easy family living and that is exactly what their architect, Milton Caughney, has given them. Though the home is built of adobe brick and wood with roofed porches, its handling is definitely Modern.

Set on a plateau above the road with magnificent vistas in all directions, the house hugs its site and the landscaping by Eckbo, Royston & Williams makes the building one with the natural beauty of its location.

The drive from the street below ends in a spacious motor court providing plenty of parking for guest cars. The carport is shielded from the front by a bold adobe brick wall with planting pocket.

The guest steps from the car to a long covered and bricked porch leading to the entry, or the members of the family may step from the automobile in the carport, under cover, and go through an opening to the same passage-way.

Exterior adobe brick is painted a grayed grape tone with posts and fascia of a matching color. The bedroom wing of vertical grain Douglas fir is stained a natural tobacco brown and offers interesting textural contrast to the nasonyry. The architect has used the same color for the same material inside and outside the house.

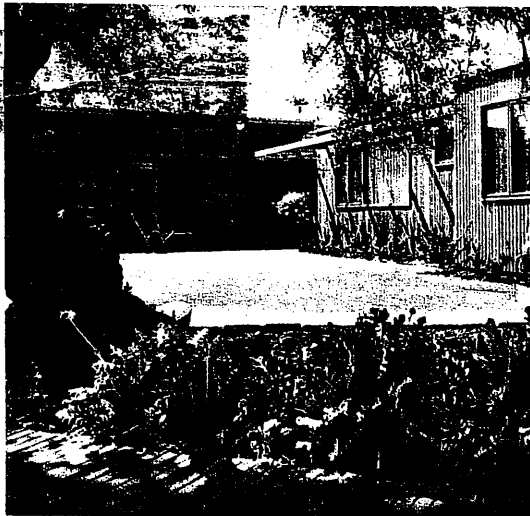
This same principle is applied to the flooring material. The covered entrance passage is bricked and the bricks enter the house to form an entry wall, continue across the end

of the living area to become one with terrace paving, breezeway to bedroom wing and west terrace. This creates a flow of interior and exterior space.

From the entry door, one

may turn to the left down a short hall which leads to dark-room and study-guest room and bath. This seclusion of the study which doubles as guest room from the rest of the

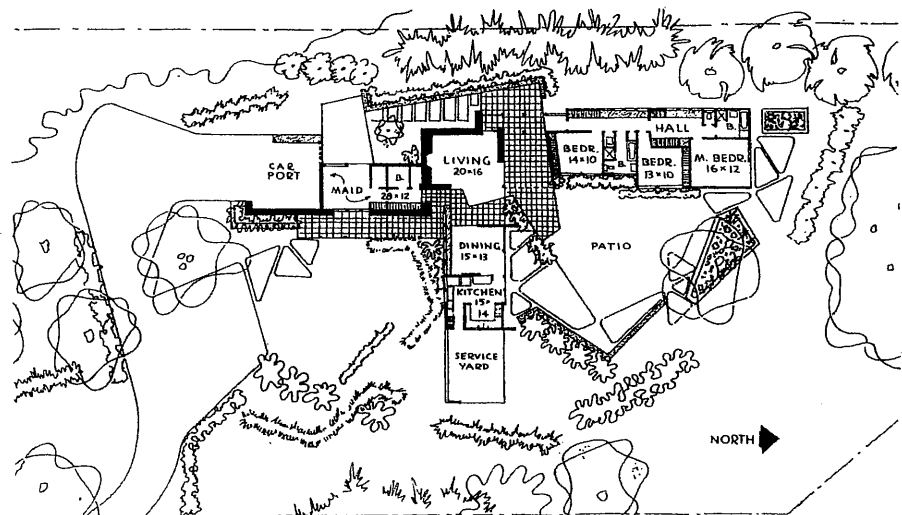
(Continued on Page Twelve)

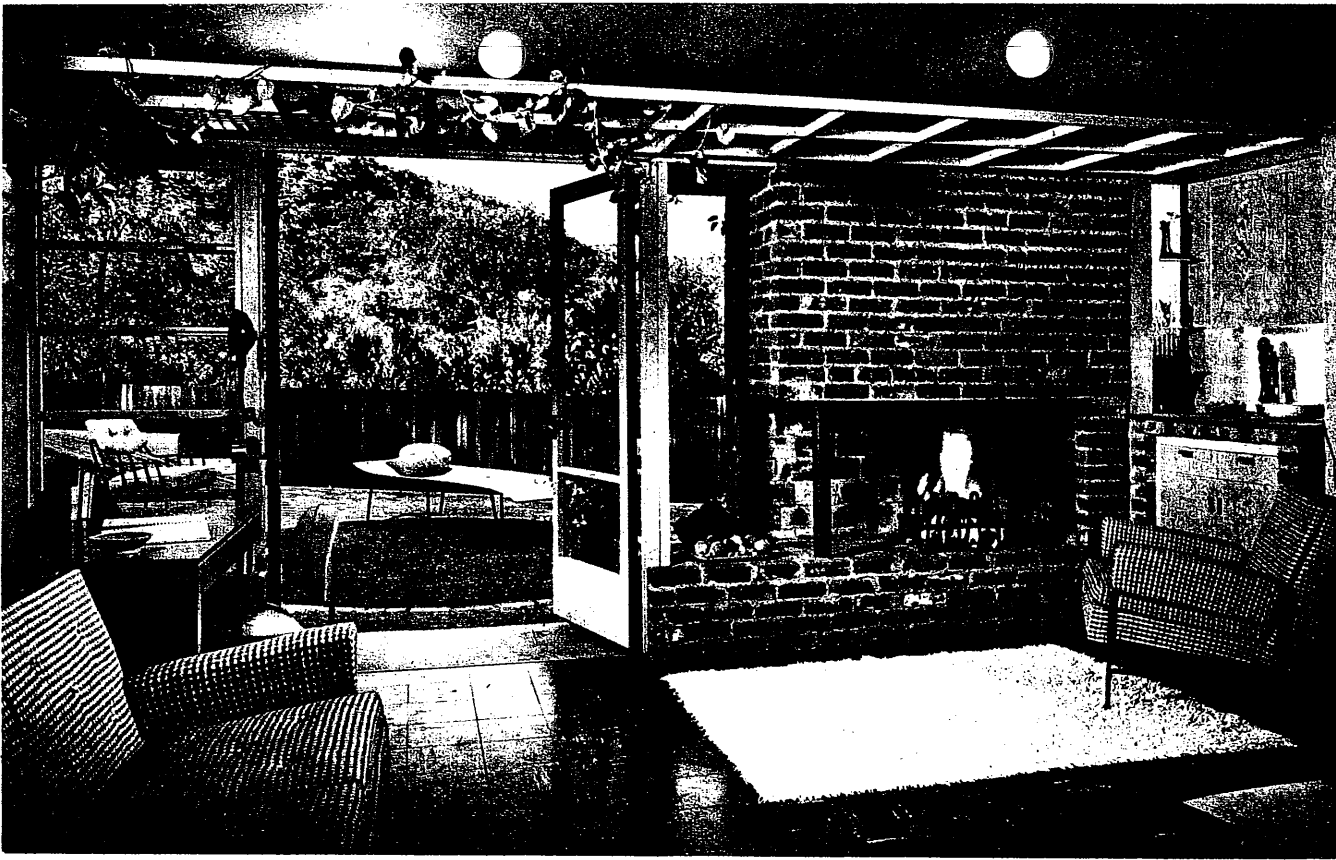


At right angles to the glass-walled living-dining area is a bedroom wing, built of vertical grain Douglas fir.



Row of transom windows runs above wood storage wall beyond dining area.





This present living room will later become the den. On this side it opens on the sun terrace, on the opposite side onto a barbecue terrace.

Below: The barbecue terrace facing the front entrance, right rear, will not be affected by additions of the future; entrance terrace is radiantly heated.

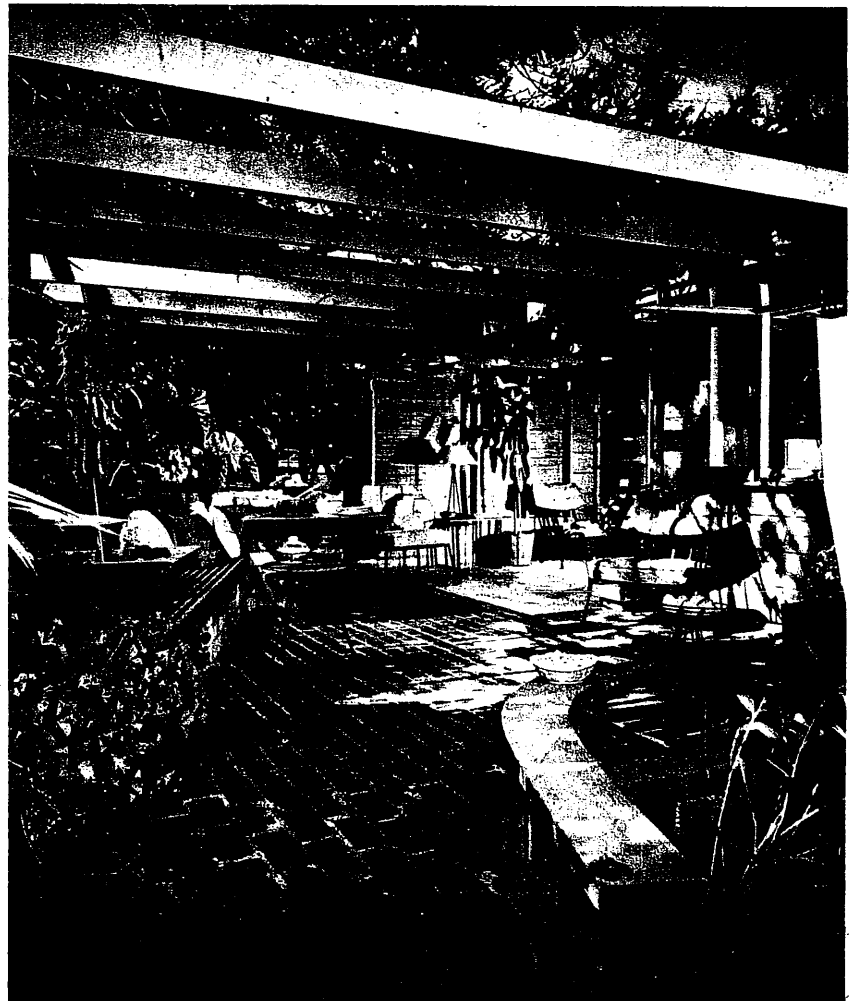


Julius Shulman

Plastic panel above table just inside entrance door conceals the kitchen area.



Sliding screen separates kitchen and den; window opens to barbecue area.

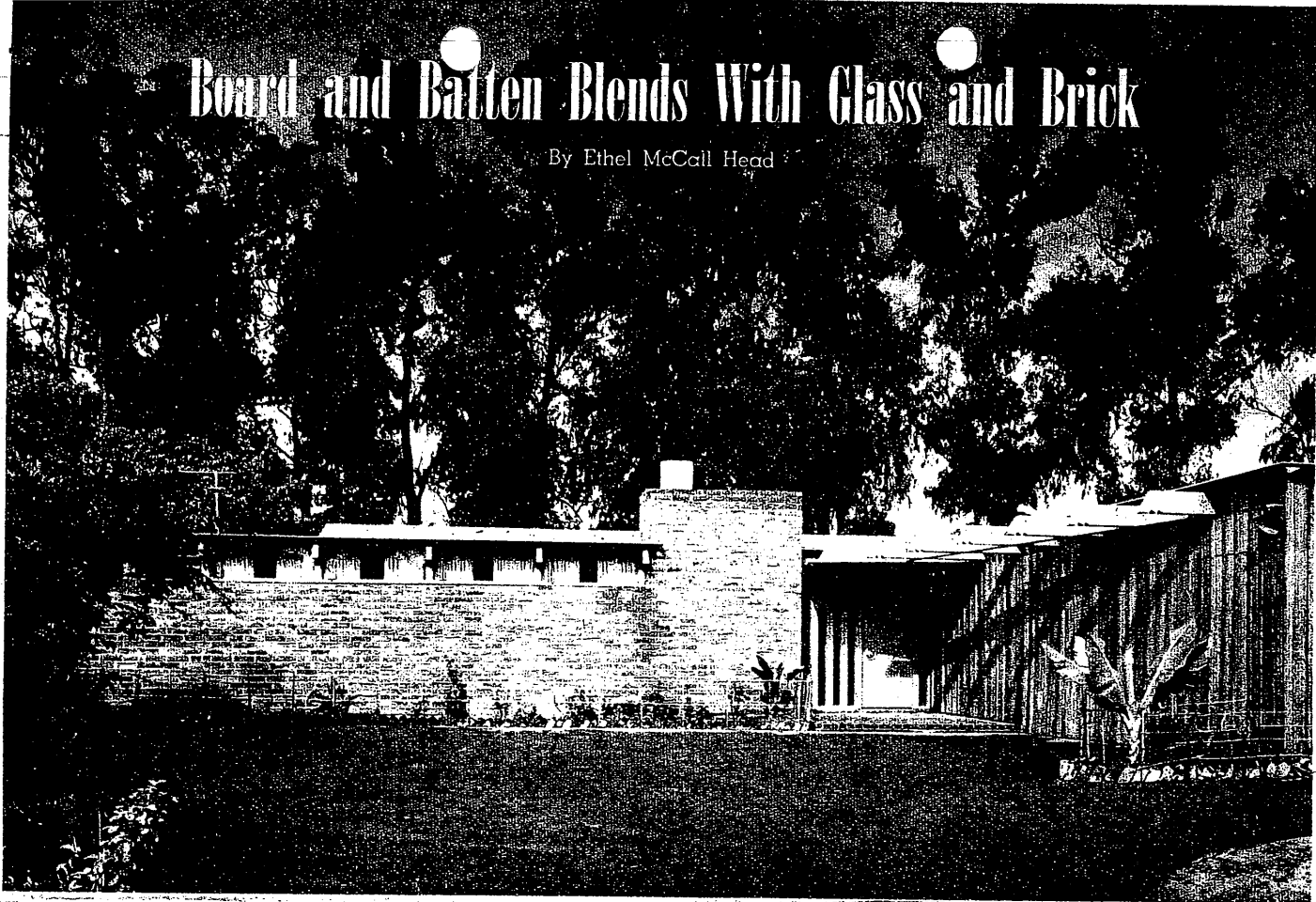




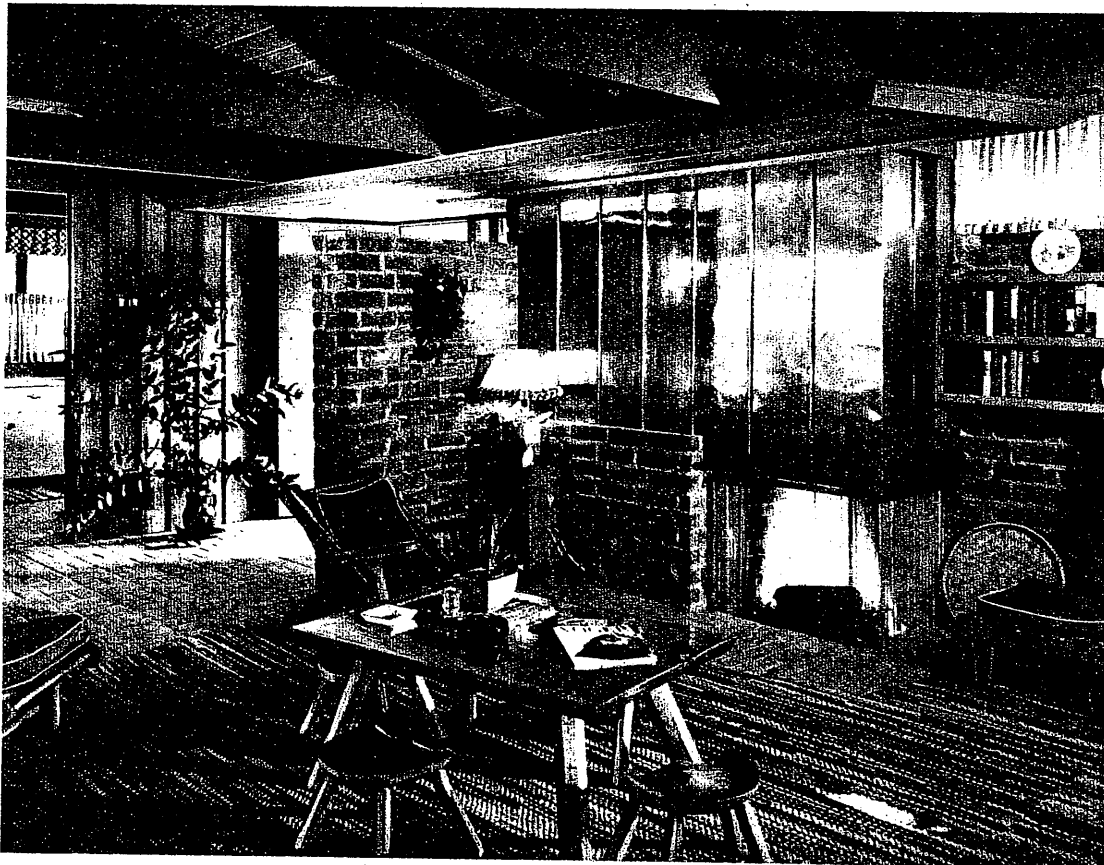
(11) Garred House 1949

Board and Batten Blends With Glass and Brick

By Ethel McCall Head



The redwood garage wing is at the right of the off-street motor court; brick fireplace wall extends under transom windows to give privacy from street.



Julius Schulman photos

From the bedroom wing one looks across the living area to the handsome, copper-faced fireplace set in brick wall which continues around the corner to form a partial partition concealing entrance door; kitchen can be glimpsed across the hall.

BOARD and batten construction used to be synonymous with ranch house design. But here is a house built largely of redwood board and batten combined with glass and brick in the Modern manner.

Privacy from the street, outdoor living on a well wooded site and easy house-keeping have been provided in an area of 1670 square feet. Milton Caughey, AIA, planned this house for Mr. and Mrs. Frank Goss and their baby daughter with emphasis on their informal way of living.

A spacious motor court off the street eliminates a lot of front yard garden maintenance. The board and batten redwood garage and kitchen wing are set off by a chimney of generous proportions. A continuing brick wall extends across the front of the house with only transom windows under a wide roof overhang. Ultimate privacy from the street is thus achieved in this house which opens with walls of glass to both back and side terraces.

A glance at the floor plan will show the brick of the entry porch continuing into the house, across the end of the living area, the adjoining kitchen and counter and flowing out to the rear terrace. Such a bricked area makes very practical flooring for main circulation and is partic-

(Continued on Page Ten)

The plain rectangle is given

SPECIFY a simple rectangle and you can have the least costly of all home plans. Specify a simple rectangle and you can also hand your designer his greatest challenge. No plan is more demanding of true inventive thinking, and no house can look more ordinary when such thinking is not applied.

The designer of this house met the problem head on and produced what we think is a home with exceptional appeal.

The living area dominates the plan. It is spaciouly light and has a furniture arrangement that suggests an atmosphere of quiet enjoyment — of leisurely family conversation. (Perhaps the absence of a TV screen contributes to this quality. It is there, but well concealed behind the paneling beside the fireplace.)

Though a house for essentially sociable people, it provides the privacy each of us wants and needs . . . a place for solitude and relaxation. If you love children but still cherish a life of your own, it's

a comfort to know that a sliding door can separate the active and quiet halves of the house.

The kitchen is a large, warm and friendly room. It is cut off from view from the living room but its furniture-type cupboards continue on around to encircle the dining area.

The only breaks in the basic rectangular outline of the plan are made by the two bathrooms and the utility room. Their angle gives the front entrance an added degree of protection from the street. The door is further set apart by a planter and an airy divider marking the roof extension.

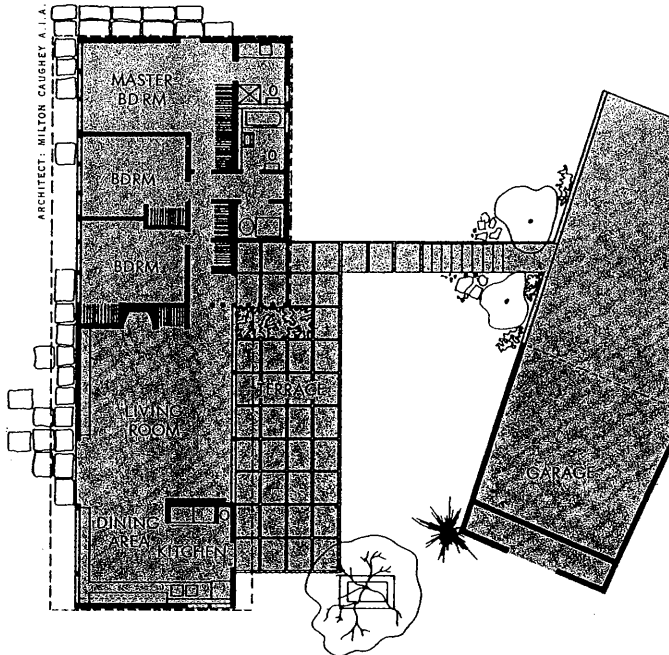
To further camouflage the regularity of the plan, the garage and fences wing out at slight angles from the house, sheltering the terraces and playing up the unsymmetrical shape of the lot.

Though modest in scale, by aiming at durable styling, the architect has linked good design to serene simplicity, a practical arrangement of space and all the facilities essential to gracious living.



a hospitable look

BY RUTH CORELL



The plan tells the story. It is a neat rectangle with the exception of the bathrooms and heater room. The living and dining-kitchen areas span the width of plan. Bedrooms are all conveniently arranged on the short hallway

The living room is planned for active or quiet hours. There are books with lights to read them by. Beside the fireplace are TV and sound systems. But furniture is grouped socially if conversation is more to family tastes

An overscale glass door may be pushed aside in good weather to merge indoor and outdoor living rooms. This view of the front terrace and main entrance shows how planter and grid divider insure privacy for relaxation



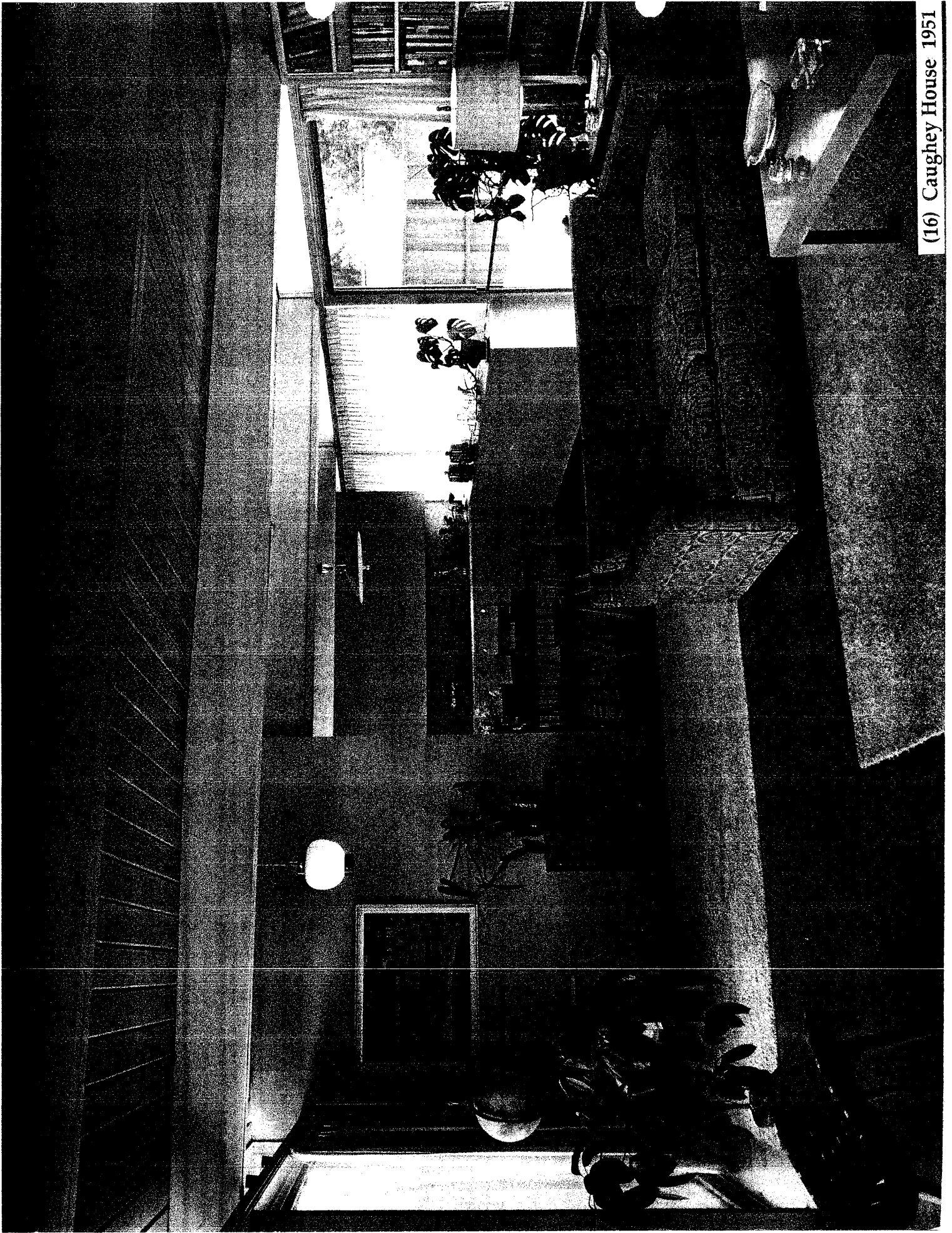
The back terrace off the dining room and kitchen is favored by the family for outdoor meals. It is paved in cement squares, partially protected by the wide eaves and sheltered from neighbors by rustic wood fence and plants



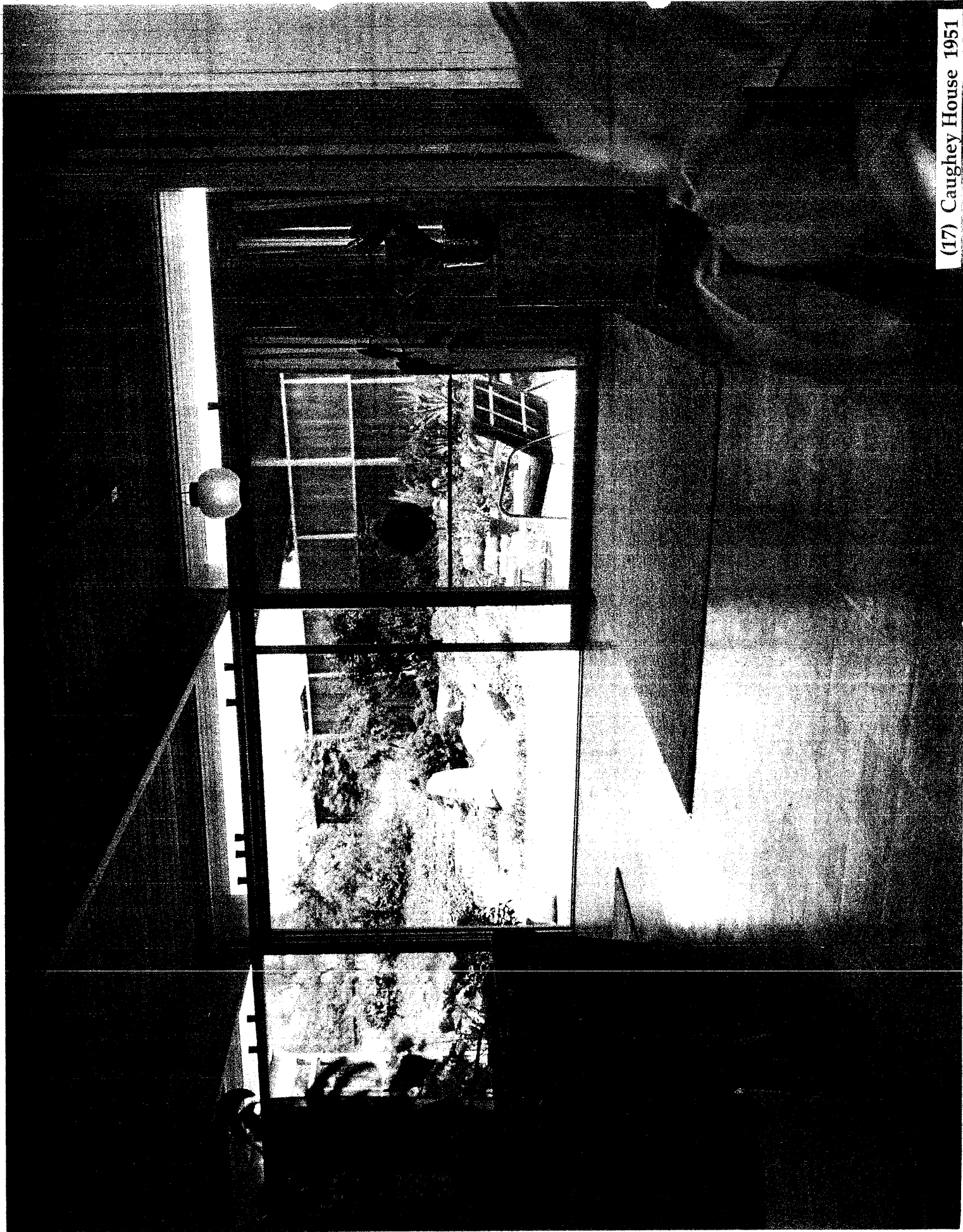
Behind the chair at the right is a slender black line marking the sliding door that can completely separate the kitchen-dining area from the living room. Another sliding door shuts off the hallway leading to the three bedrooms



(15) Caughey House 1951



(16) Caughy House 1951



(17) Caughey House 1951

pictorial

Living



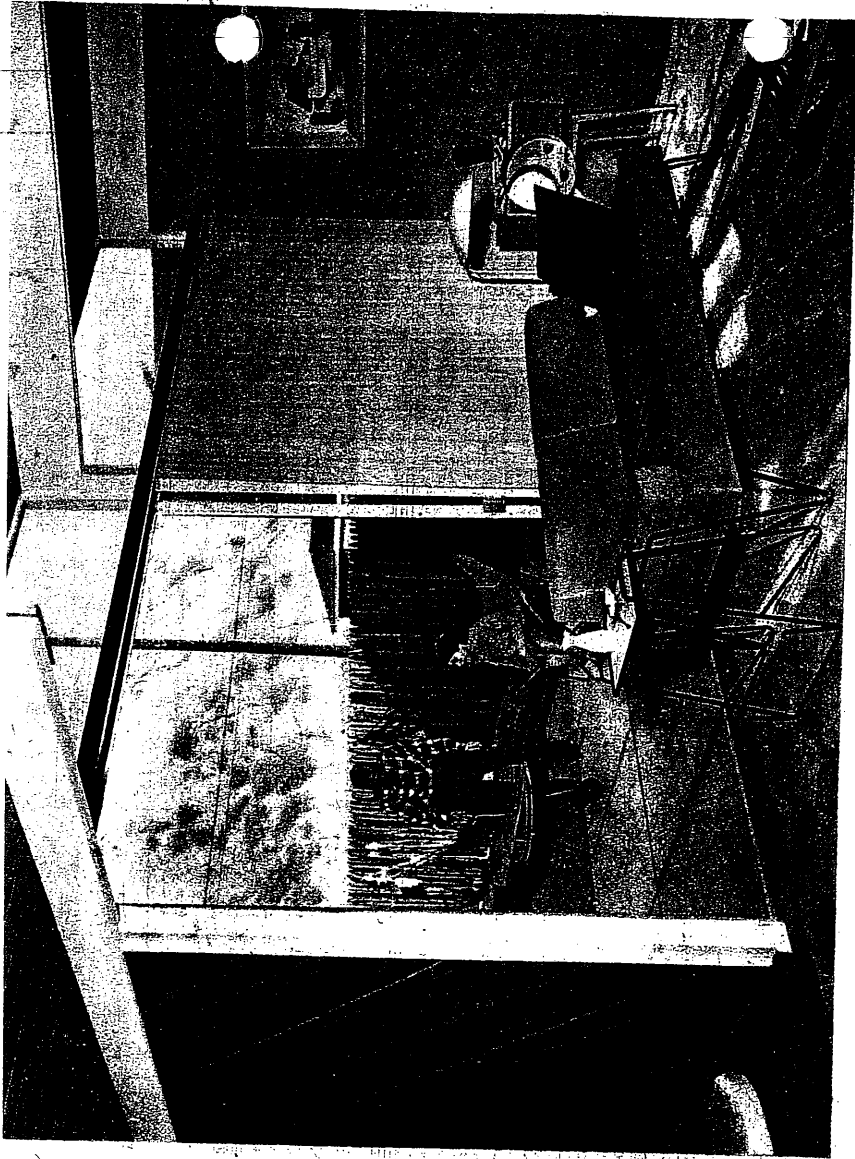
SPECIAL REPORT—

**AIR CONDITIONING—
IT HELPS YOU BEAT SMOG!**

PAGE 4

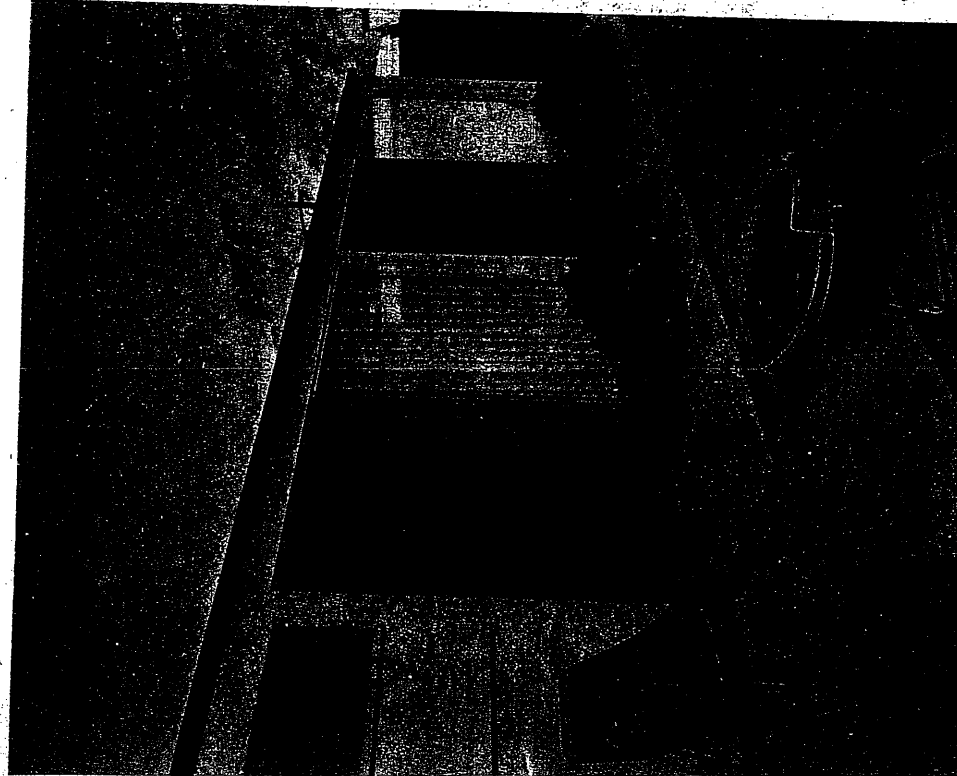
EASY UPKEEP DOWN BY THE SEA . . . PAGE 10

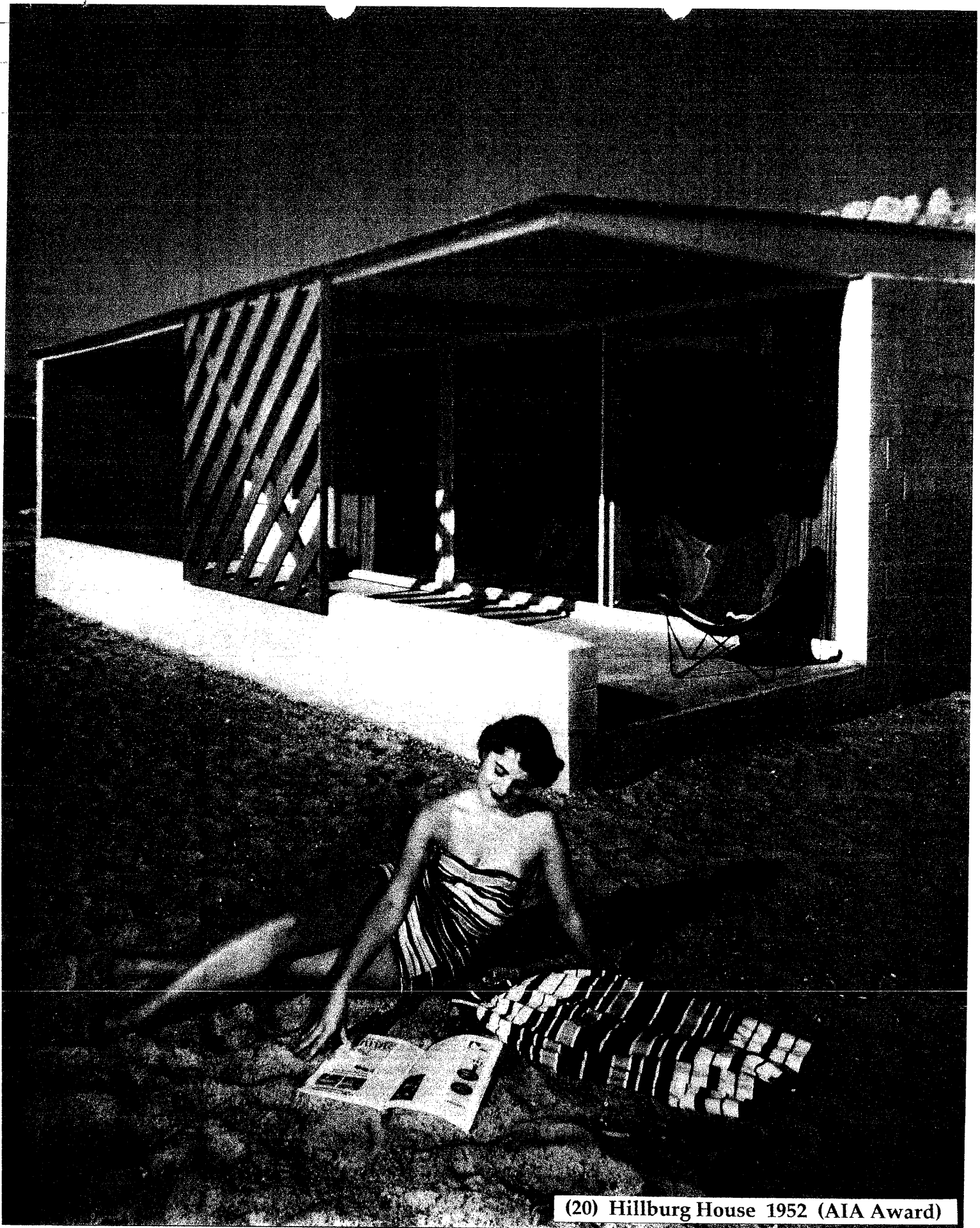
Q&A House 1952 (ATA Award)



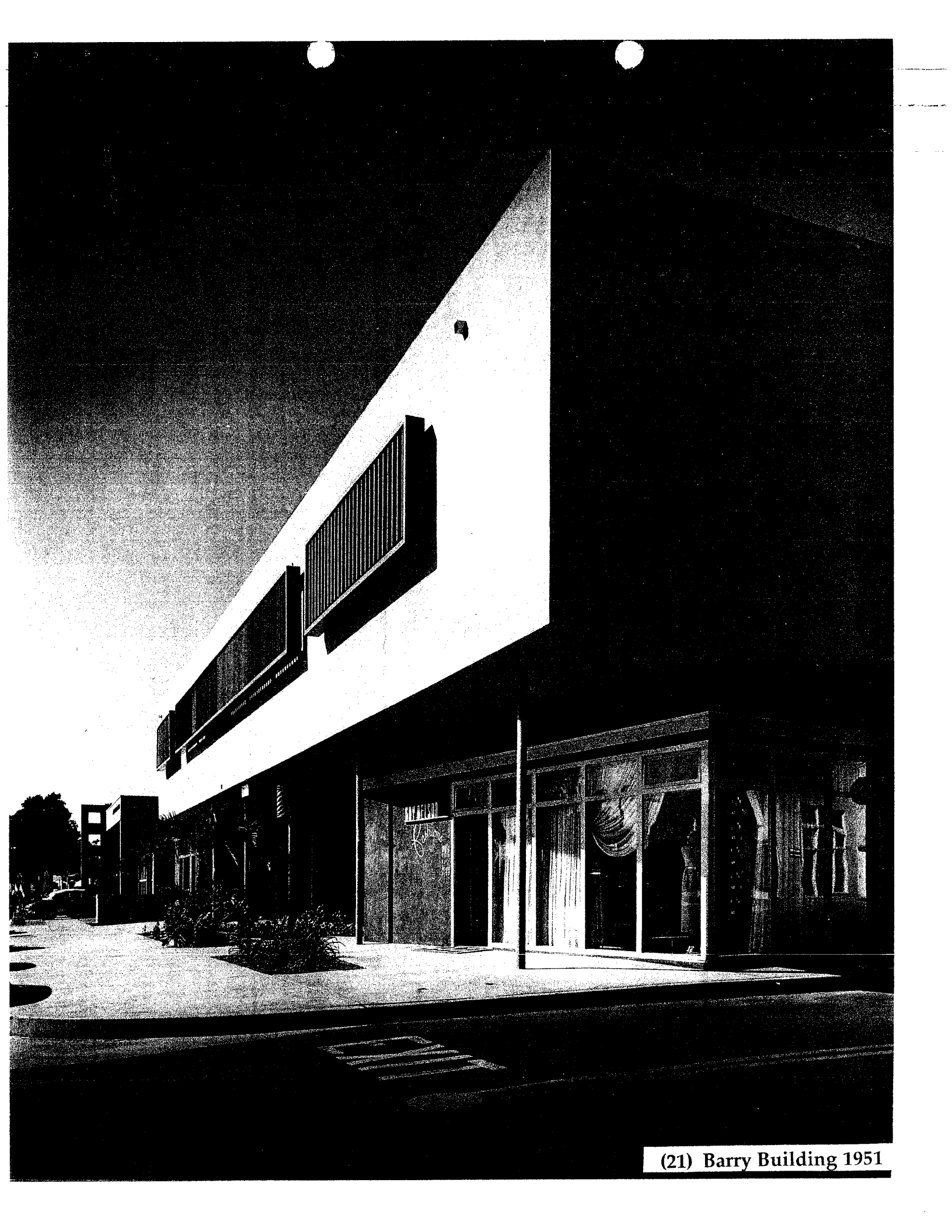
CONCRETE paves half the patio; the rest is sand. Area of the house is 959 square feet and it's placed sideways

GLASS is fixed or slides in frames of painted steel. The high side of roof is pitched inward, lower side is flat.





(20) Hillburg House 1952 (AIA Award)



(21) Barry Building 1951



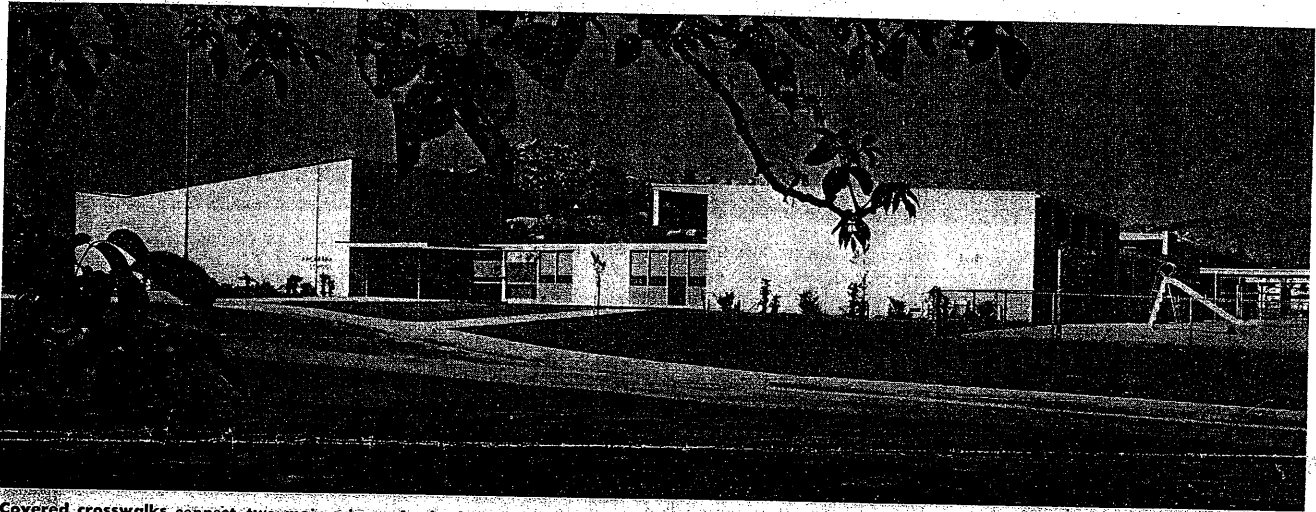
SCHOOL SHIELDED FROM THE SUN

CAUGHEY & TERNSTROM, both under 40, have been partners two years. TERNSTROM graduated from the University of Southern California in 1940, also spent more than three years in the navy. CAUGHEY graduated from Yale Architectural School in 1938, went West to work on the coast and serve three years in the navy.

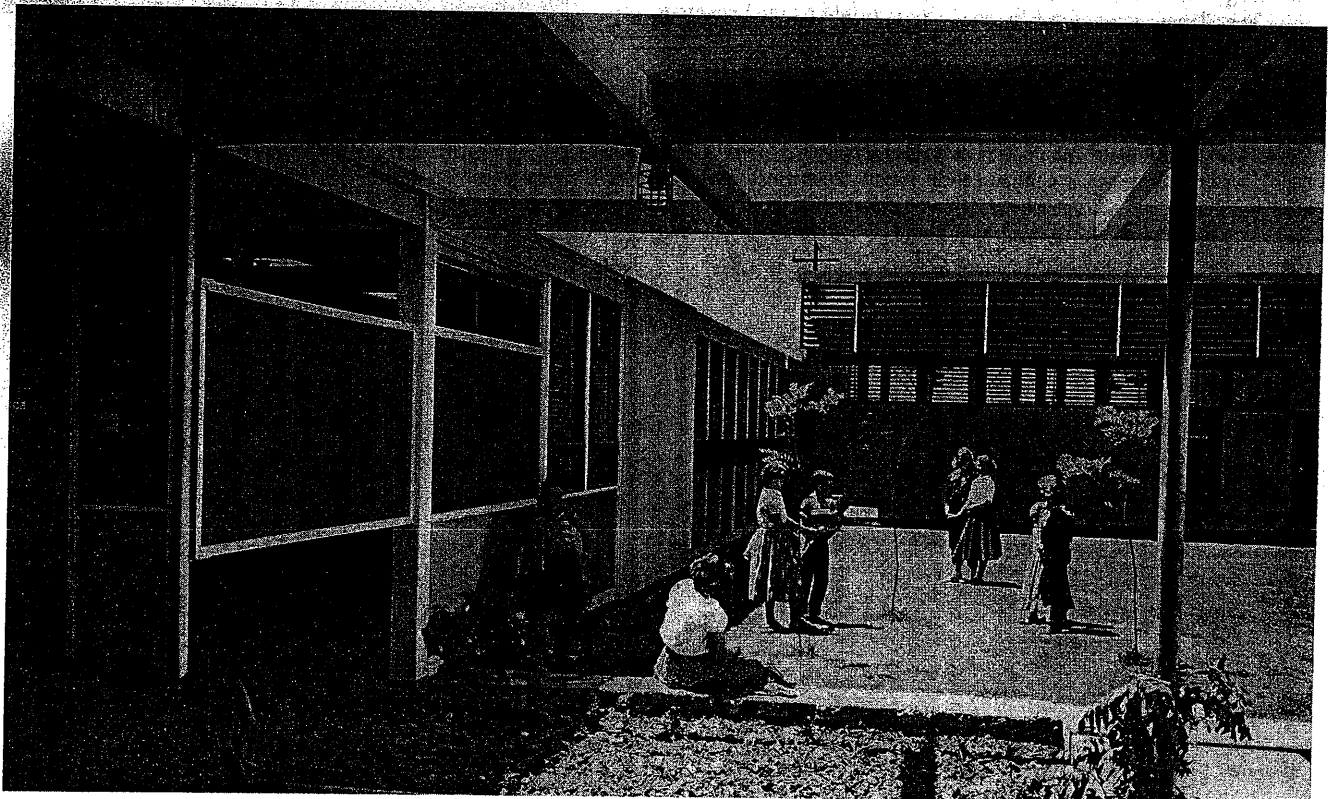
PACHAPPA SCHOOL, Riverside, Calif.
M. H. CAUGHEY & C. C. TERNSTROM, architects
HEERS BROTHERS, general contractors
WILLIAM PORUSH, structural engineer
HILBURG, HENGSTLER & TURPIN, mechanical, electrical engineers

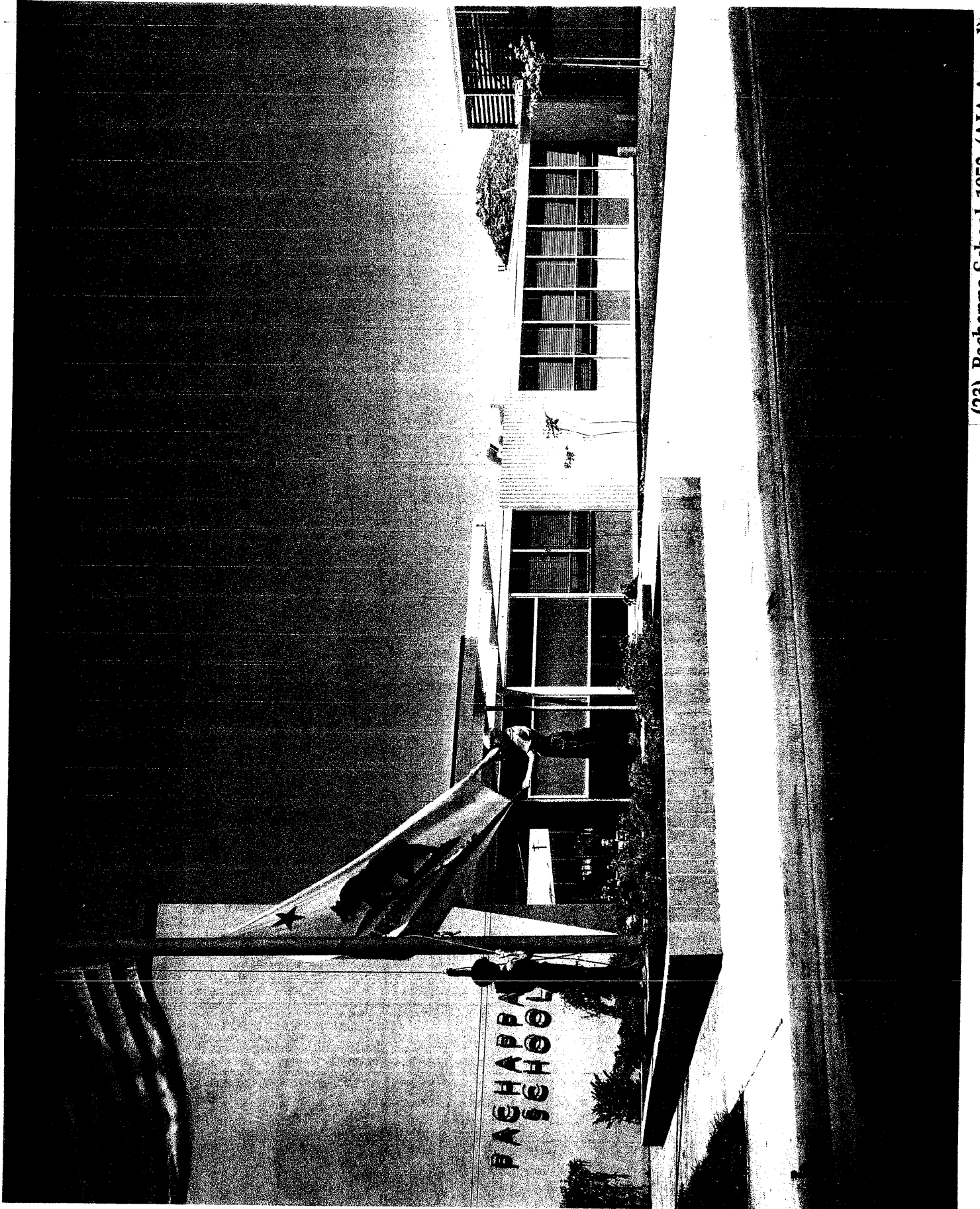
Points worthy of note in the trim, low-cost building (\$11.50 per sq. ft.; total, \$292,680): ▶ exterior metal louvers on both north and south glazing in classrooms to stave off sky glare as well as sun; ▶ both side walls of classrooms 100% glazed, horizontally stiffened with exposed X-rod bracing; ▶ frame and stucco construction throughout; ▶ classroom partitions of plywood plastered on one side against sound transmission, left naked as own finish on other side (and serving also as the only shear bracing in the building—there is no diagonal sheathing).

Bright colored and cheery, this 12-classroom school accepts the bright sun and California's kids with unostentatious, but real, architectural charm.

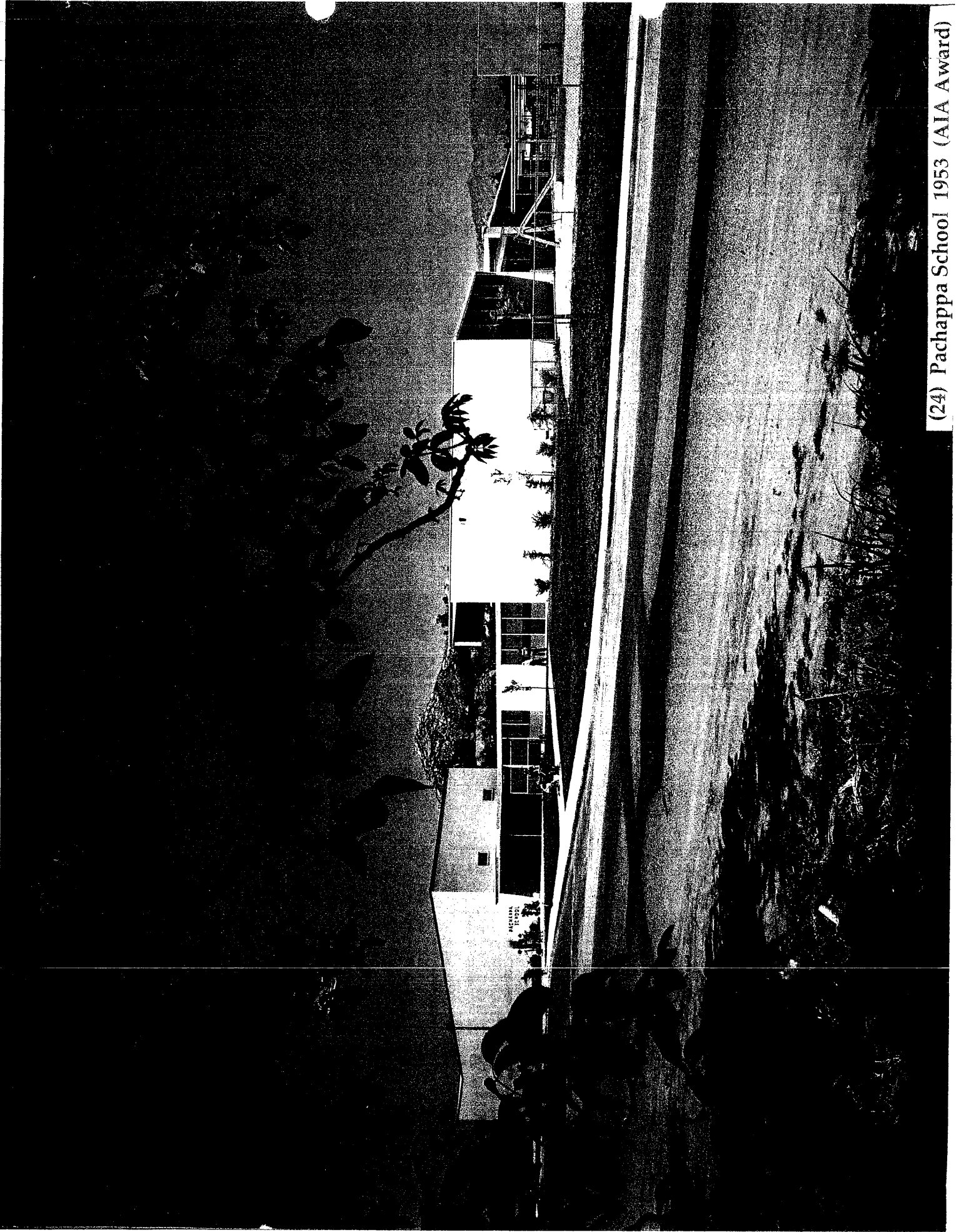


Covered crosswalks connect two main wings of school, save hallways





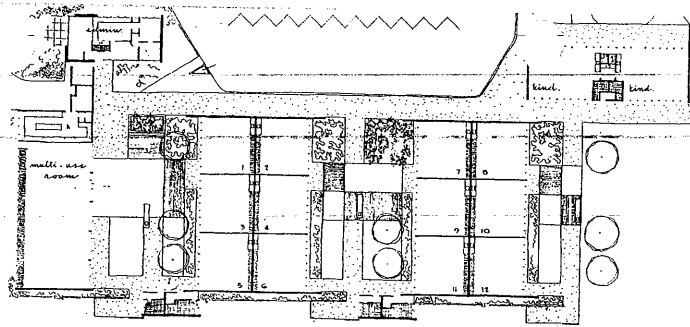
(23) Pachappa School 1953 (AIA Award)



(24) Pachappa School 1953 (AIA Award)



(25) Victoria School 1955



Back-to-back classrooms enlarged by courts

Victoria Elementary School
Riverside, California

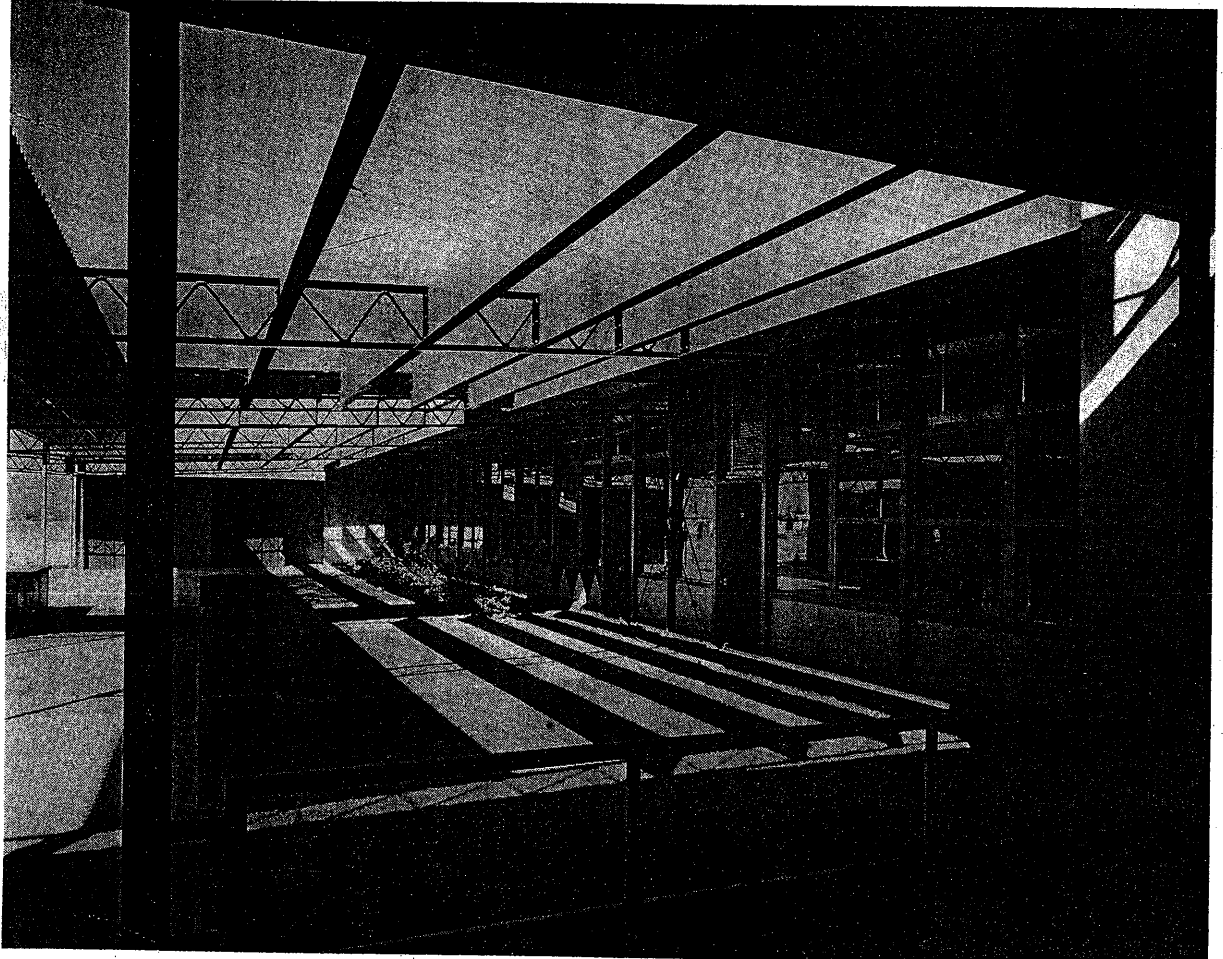
CAUGHEY & TERNSTROM
Architects

WILLIAM PORUSH
Structural Engineer

HILBURG & TURPIN
Mechanical-Electrical Engineers

T. C. PRICHARD & SON
General Contractors

Marvin Rand photos



THIS ELEMENTARY SCHOOL, whose present enrollment is 360, appears to be quite unpretentious but it has an unusually workable plan of back-to-back classrooms enlarged by courts. The gently sloping site, rather small in view of future expansion, requires the use of ramps and two separate levels. Buildings are fitted tightly on the upper side to provide maximum playground space, with an odd shaped corner reserved for kindergartners.

The back-to-back classroom solution offers 1) better site utilization; 2) economies in construction; and 3) pleasant, really usable courts designed for interclass activity or open air eating and spacious enough to minimize distractions. A central utility core facilitates removal of walls when desired; movable cabinets and chalkboards aid teaching flexibility. Sink and storage counters in the courts expedite outdoor instruction, eliminating the need for an installation at each classroom. Fluorescent fixtures supplement daylight and cross ventilation is afforded by a continuous roof unit.

The open, no-glazed side of the multipurpose room creates additional space and the same personnel can supervise both hot and sack lunches. The area is large enough to accommodate such events as the PTA carnival. Radiant heat allows all-year round use; fenestration and fencing control the wind. Glare and reflection in all courts are reduced by lawn, brick and colored concrete areas as well as overhead louvers and roofs.

OUTLINE SPECIFICATIONS

Structure: foundation: reinforced concrete; frame: open-web steel beams; floors: concrete slab.

Exterior Finish: stucco—California Stucco Co.; brick—(Grout-Loc) Davidson Brick Co.

Roof Surfacing: composition and gravel—Pioneer Division-Flintkote.

Windows: steel sash—(Truscon) Republic Steel Corp.

Doors: steel—(Kalamein) Overly Manufacturing Co.

Floor Surfacing: asphalt tile in classrooms—(Matico) Mastic Tile Corporation of America; vinyl tile in kitchen—(Vinylflex) Hachmeister, Inc.

Partitions: stud and plaster.

Interior Finish: plywood finished shear panels; ceramic tile in toilets—Gladding, McBean & Co.

Ceilings: acoustical tile—Pioneer Division-Flintkote.

Lighting: Fixtures: fluorescent; others—Wagner-Woodruff Co.

Heating: gas fired wall heaters—Payne Furnace Co.; electric heaters for smaller rooms—Thermador Electrical Mfg. Co.; gas fired boilers in multipurpose and kindergarten—Bryan Electrical Manufacturing Co.; radiant in administration—Trane Co.; radiant controls—Minneapolis-Honeywell Regulator Co.; exhaust fans—Ilg Electric Ventilating Co.

Plumbing and Sanitary: toilets and lavatories—Crane Co.; drinking fountains—Haws Drinking Faucet Co.

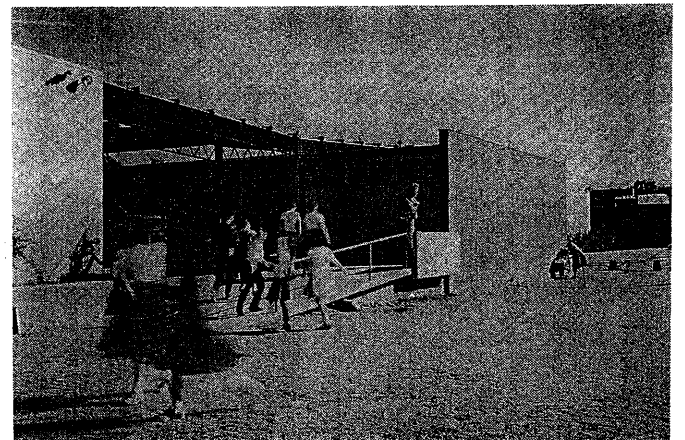
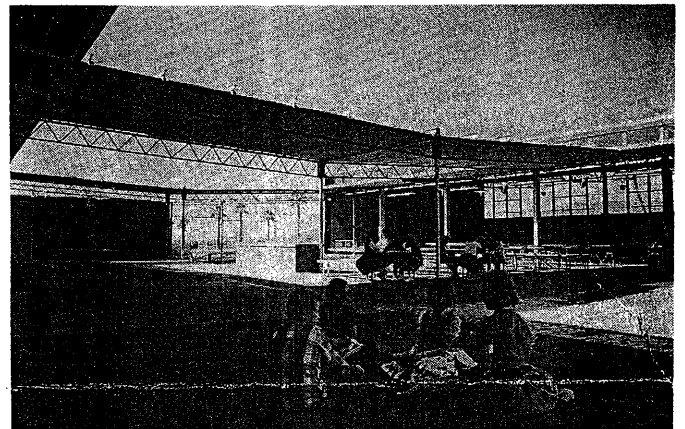
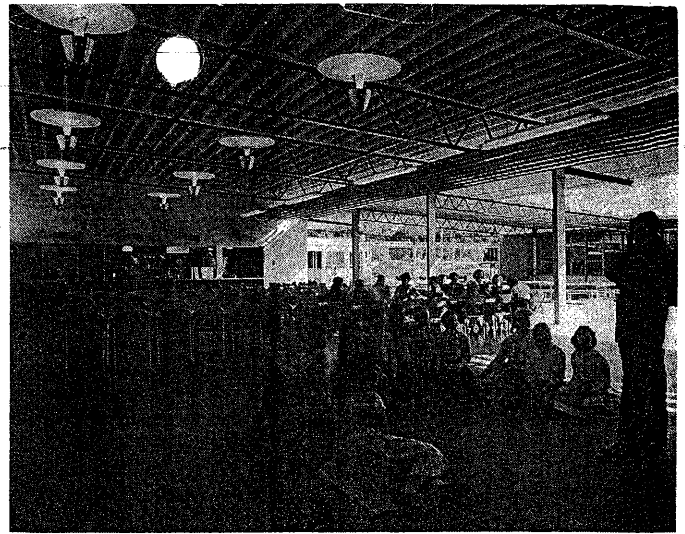
Special Equipment: aluminum louvers—Aetna Steel Products Corp.; porcelain enamel letters—California Metal Enameling Co.; linoleum countertops—Armstrong Cork Co.; laminated plastic tabletops—Formica Co.; folding tables—Son-Nel Products, Inc.; rolling counter doors—Cookson Co.; sinks and drainboards—job-built stainless steel; dishwashing machine—Hobart Manufacturing Co.; garbage disposer—Waste King Corp.; lockers—Worley & Co.; corkboard—Armstrong Cork Co.; chalkboard—(Fibraslate) Son-Nel Products, Inc.

Total Area: 24,425 sq. ft.

Total Cost: \$339,483 (entire contract).

Cost per Square Foot: \$13.47.

Date of Completion: November 1956.



OVERHEAD LOUVERS put shadow on otherwise hot ground plant, easing eye strain, creating livability. Center walkway eliminates passing by classroom window wall, acts as glare control; crossover walkways reduce circulation. Ramps connect two levels of gently sloping site.

L.A. Times Mar 25 '56

Three Riverside Schools' Dedication Conducted

By a Times Correspondent
RIVERSIDE, March 24 —
School and civic officials of
Riverside and Dr. Roy E.
Simpson, State Superintendent.

At Victoria School, the
multipurpose room has an
open side facing a small in-
ner court, around which class-

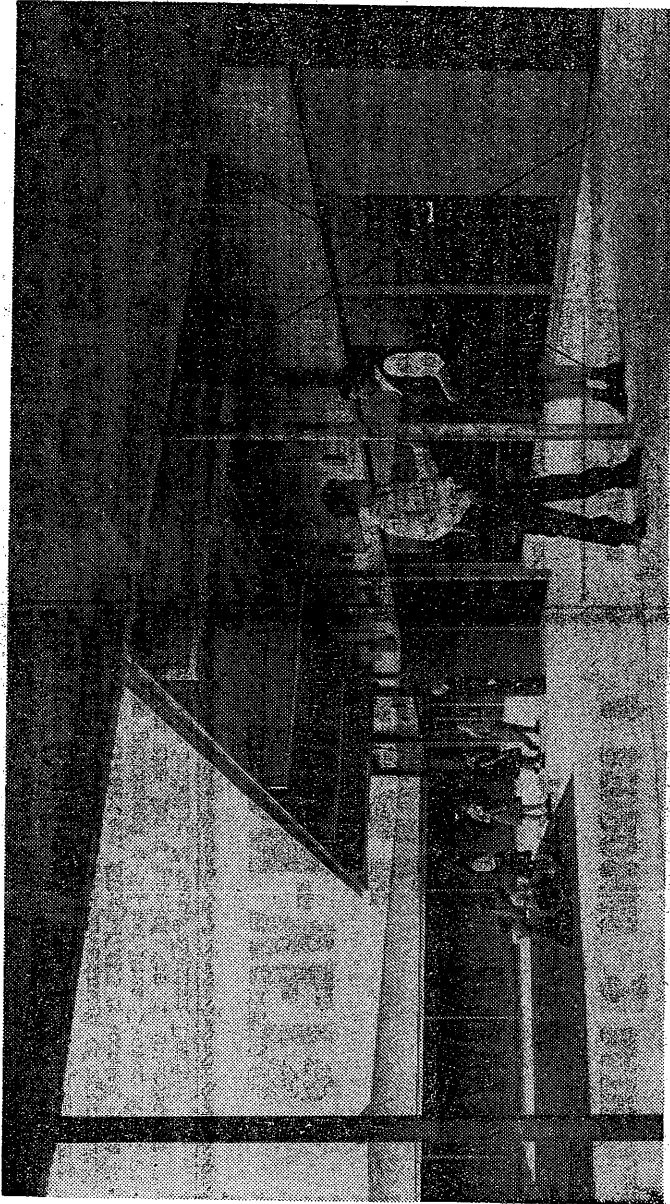
rooms are grouped. Radiant
and overhead heating has
proved ample, it was dis-
closed.

Back-to-back placement of
classroom wings at the Vic-
toria and Monroe Schools has
also served to reduce costs
through single-wall construc-
tion, it was explained.

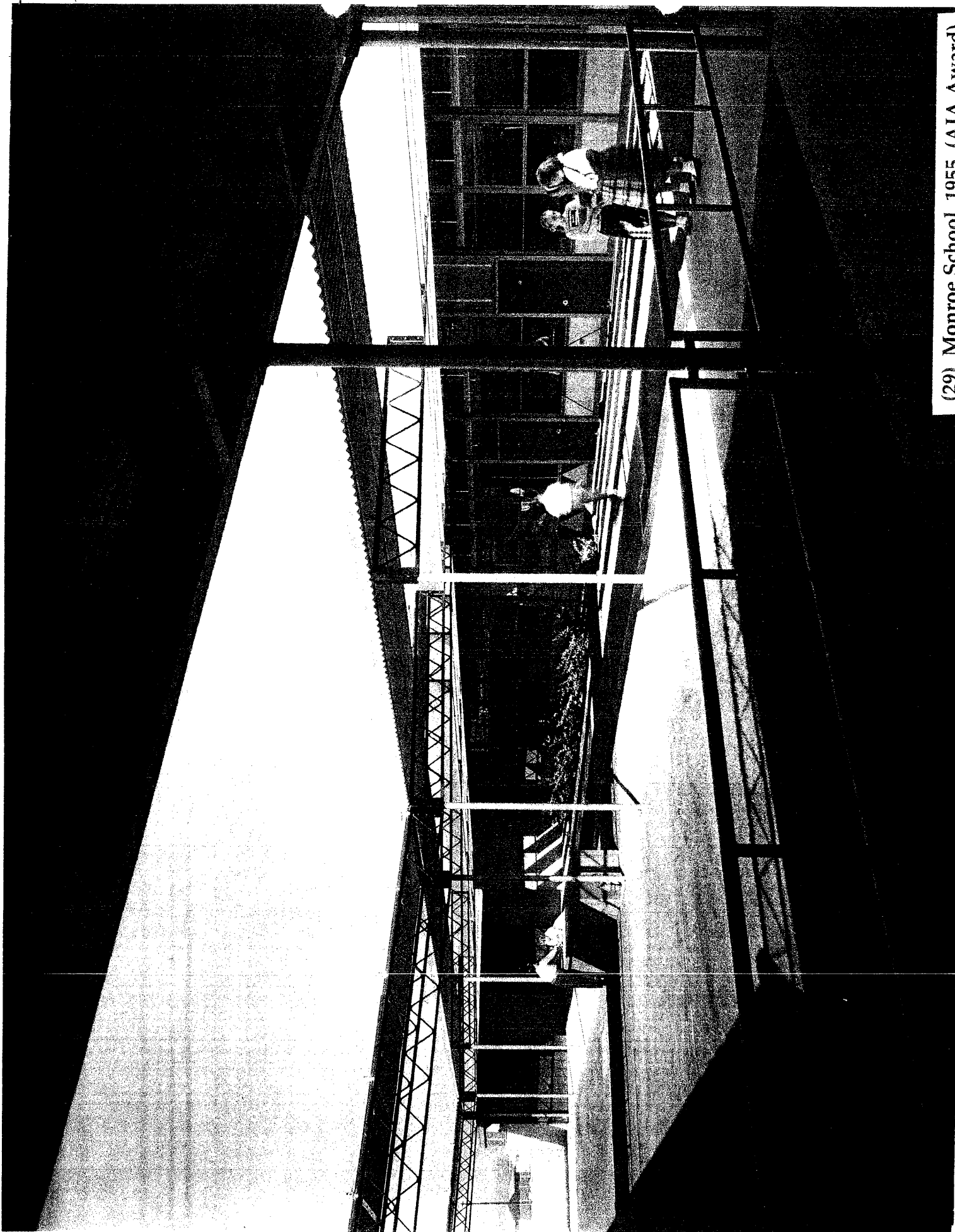
Horizontal placement of
louvers has retained control
of light with the advantage of
creating additional shaded
footage outside the buildings
added at the Jefferson School.

Dr. Simpson said he was
much impressed by innova-
tions at the Victoria and Mon-
roe Schools designed by Los
Angeles Architects Milton
Caughy and Clinton Tern-
strom.

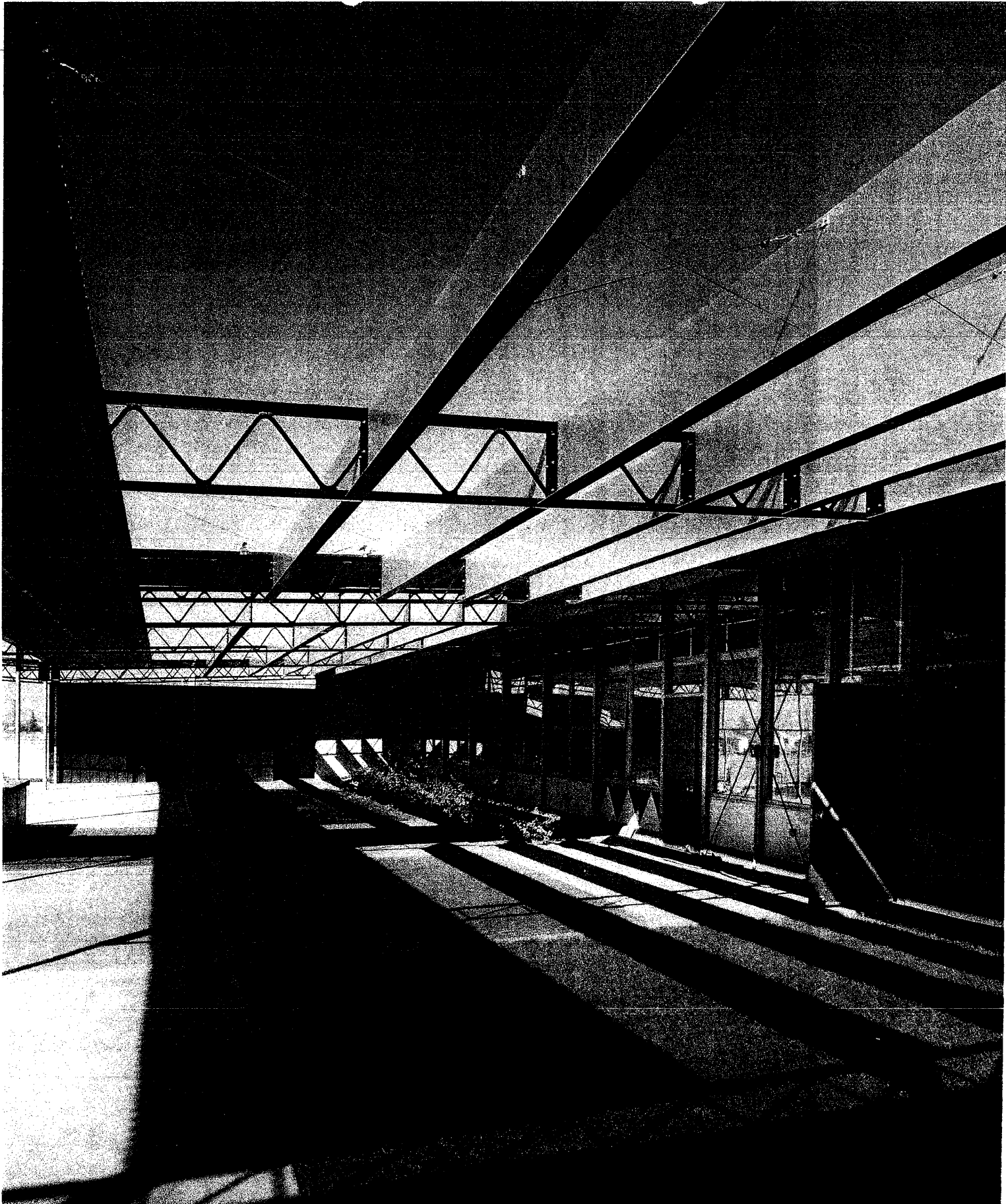
Bank Issued Permit
for Fullerton Branch



SCHOOL COMPLETED—Entrance court of Monroe Elementary School in Riverside is shown above. The school is one of three which were recently completed for Riverside City School District. Other two are the Victoria and Jefferson Elementary Schools. Architects for this project were Caughy & Ternstrom.



(29) Monroe School 1955 (AIA Award)



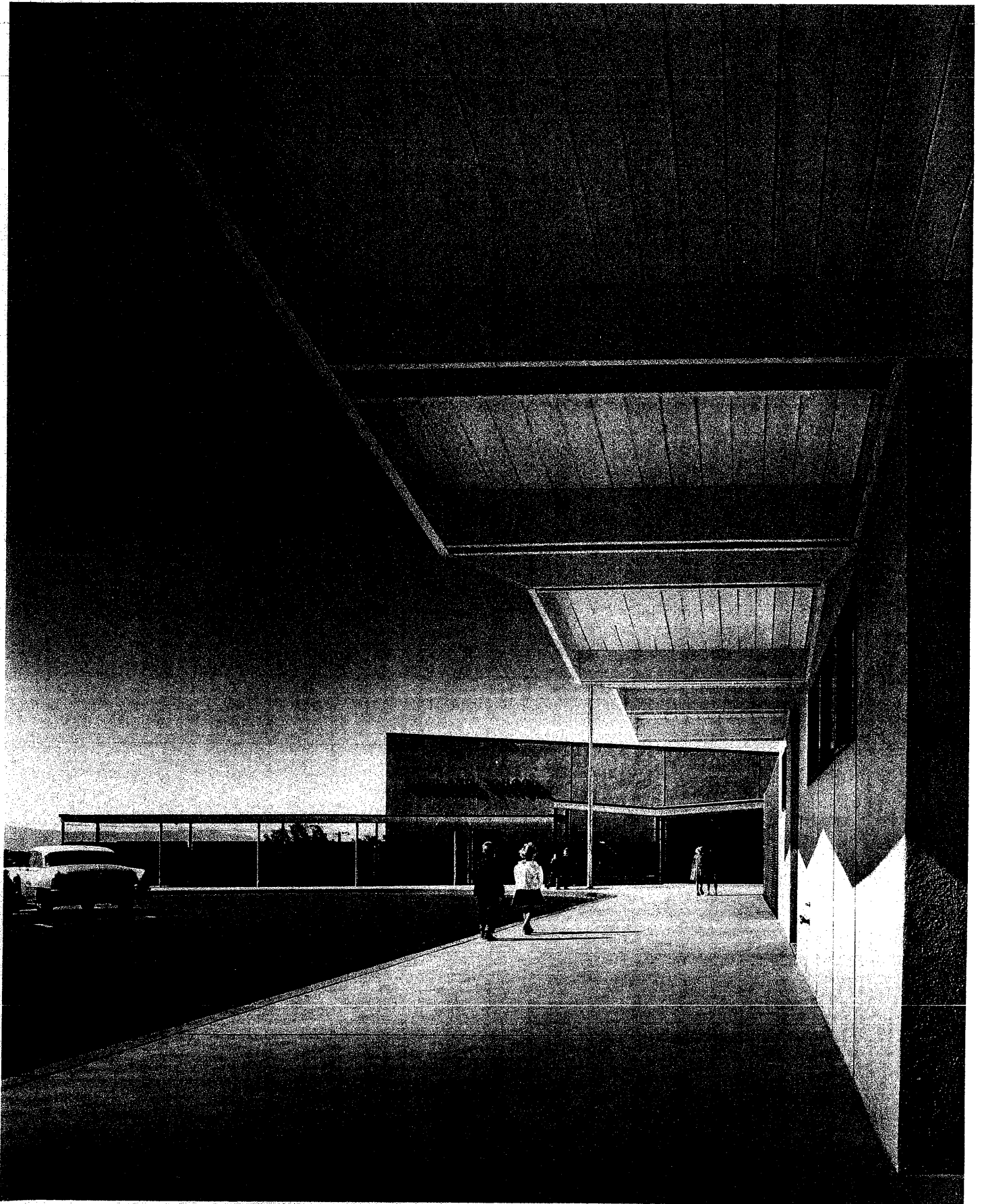
(30) Monroe School 1955 (AIA Award)



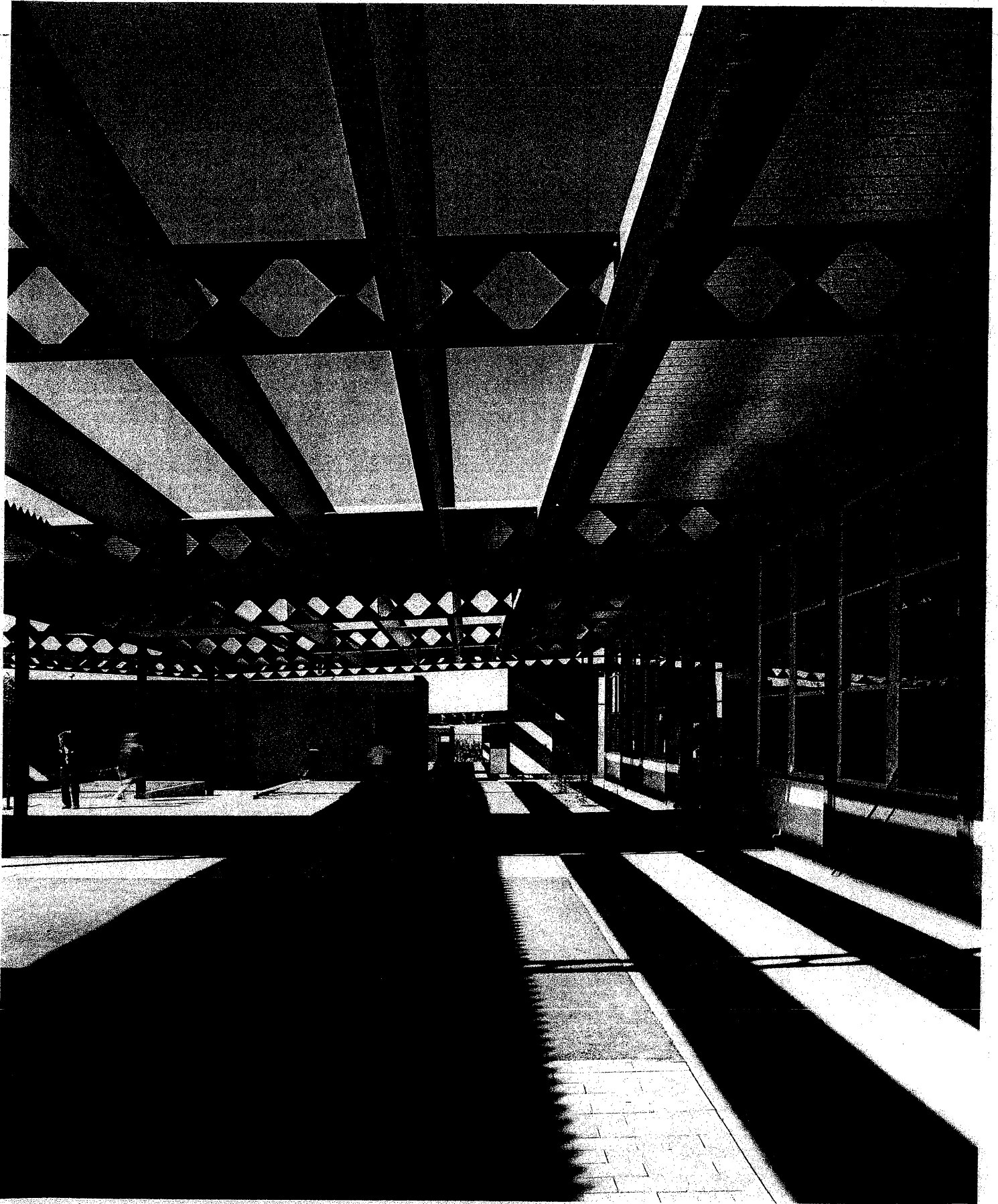
(31) Monroe School 1955 (AIA Award)



(32) Bryant School Mid 1950's



(33) Highland School 1957



(34) Highland School 1957



HENRY L. WRIGHT



HERMAN O. RUHNAU



MILTON H. CAUGHEY



BOLTON C. MOISE JR.

Board Names Senior High Architects

By ROBERT L. PATTON
Employment of four architects, one in a consultant capacity to prepare plans for Riverside's second senior high school, was authorized yesterday by the Board of Education.

Consultant will be Henry L. Wright of Los Angeles. Others are Herman O. Ruhnau and Bolton C. Moise Jr. of Riverside and Milton H. Caughey of Los Angeles.

Ruhnau, Moise and Caughey have been architects for numerous Riverside City school projects during recent years. Wright is a member of the firm of Kistner, Wright and Wright, nationally known for the projection of school planning.

For three years Wright has been

member of the American Institute of Architects National Committee on School Buildings and for five years chairman of the California Council of Architects School Advisory Committee.

No Added Cost
Superintendent Bruce Miller made clear that the addition of a consultant to the architectural staff for the major high school project will entail no additional expense.

While work details are not yet complete, the architects have already held a preliminary conference and have agreed that fees will not exceed the 3 per cent of construction cost normally allowed. In a summary of Board and administrative procedure followed in selecting architects the superintendent

advised that the qualifications of those selected had been thoroughly studied.

"We sought the best architectural aid obtainable," Miller said, "with a consultant in mind who might bring in wide experience on the secondary school level plus extensive research facilities of a large office."

Will Speed Work
"We believe that this plan will undoubtedly expedite the work speed up the building program. Those of us who have the responsibility for planning details have met numerous times. We have endeavored to make every detail of the construction of a high school commensurate to our pocket books."

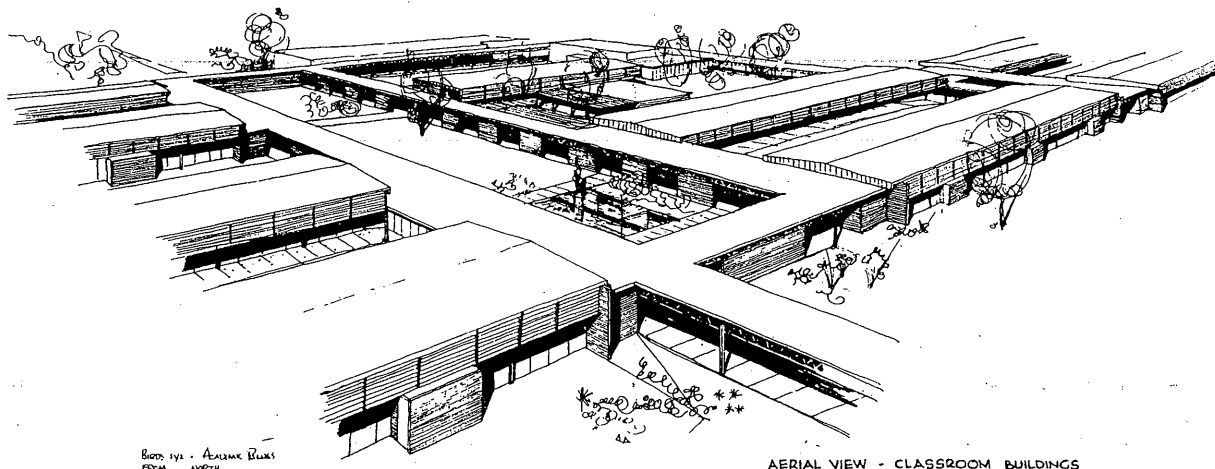
Recently completed condemnations

for action has secured a 40-acre school tract at Wagon Wheel Avenue and Jefferson Street, with selection of architects and authorization of a topographical survey.

The high school project has moved into a planning stage which will lead shortly to announcement of school bonds vote and finance construction.

The Board has not yet authorized an estimate of total cost for the school, expected to house from 1500 to 1800 at the outset.

Details Needed
"We cannot go to the people and ask them for a blank check," Miller said. "Votes must be supported with concrete details which will result from the preliminary plan."
(Turn to SCHOOL, Page 18)



BLVD. 194 - AERIAL VIEW
FROM 1954

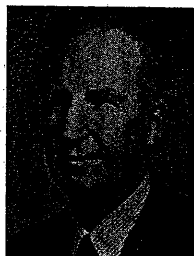
AERIAL VIEW - CLASSROOM BUILDINGS

Aerial view of the classroom buildings for the new high school at Riverside, California. The school has three project architectural firms. These buildings were designed by Caughey & Ternstrom.

RIVERSIDE, CALIFORNIA, PLANS A NEW HIGH SCHOOL

by **BRUCE MILLER**

Superintendent of Schools, Riverside, California



Superintendent Miller began his career as the principal of a small elementary school in the Imperial Valley. Later he became the principal at Ramona and Placentia; and was appointed the superintendent of schools at Ontario, California, in 1940. He has been with the Riverside City Schools since 1951.

VOTING school bonds or boosting tax limitations to finance new schools or additions is a long, low-gear pull, but if the superintendent and his staff can still smile after the last vote is counted, the shift into high should be made with dispatch. Once having decided in favor of school expansion, the public is eager for action. They want their new schools right away, and if the dirt isn't flying within a few weeks, they threaten to "look into the matter."

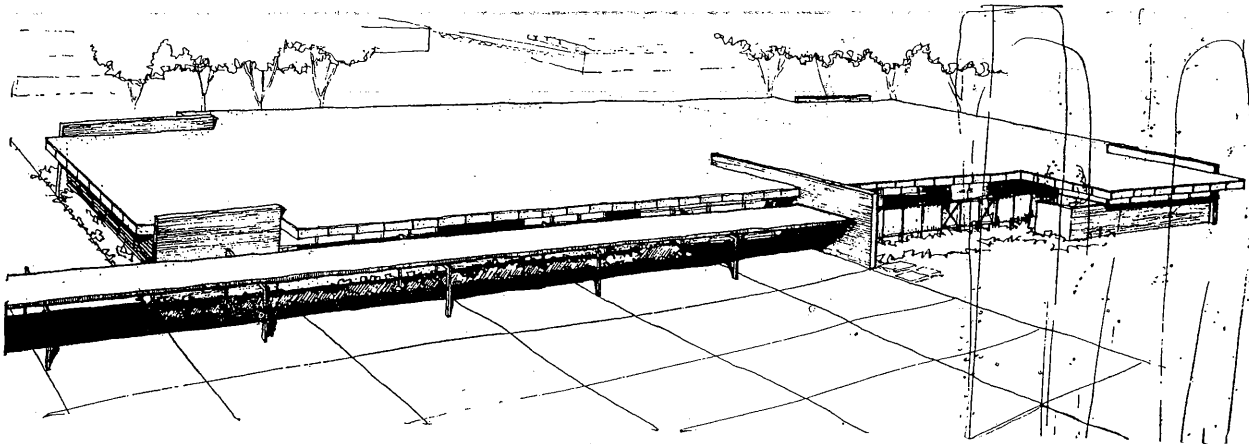
If things have been moving along as they should be, teacher-administrative planning committees have settled their differences and have come to an agreement about improvements for the old plant. Costs have been figured and re-figured with desperate courage.

Most important, the architect or architectural staff will be ready to go; better, they will have been on the job for some time. When money is finally available, there should be no long wait for site utilization planning before preliminary drawings can be authorized, leading to the actual working drawings.

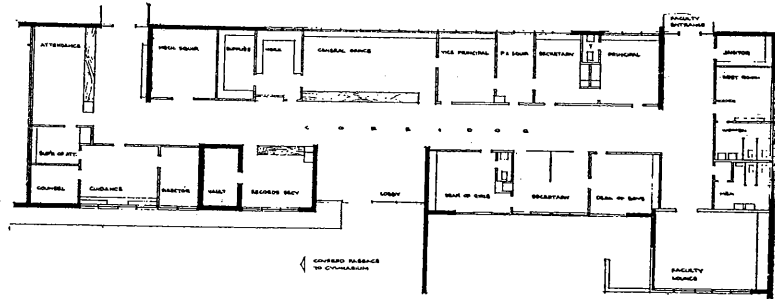
Happy is the superintendent who can crawl out from beneath a bundle of blueprints long enough to wave cheerfully at contemporaries and to prove to more caustic critics that the big job is moving "according to schedule."

In Riverside, California, where school enrollments have grown more than 50 percent in four years—from 10,500 to 15,800—and where there is no letup in sight, timing is a vital factor. In late April, 1954, the High School District voted \$3,000,000 in bonds for construction of a long-needed second senior high school. The vote was counted on a Tuesday night and on Wednesday morning four architects, already appointed, already in full agreement as to their respective assignments and already well advanced in site planning, really went to work.

While "division" of a major school job is not unusual, several factors are noteworthy with regard to the Riverside plan of procedure. First of all, there was no question in the minds of trustees concerning the quality



The administration building has been designed by Herman O. Ruhnau, architect. The areas included are an attendance office, guidance office, deans' and principal's offices, a general area, rest rooms and a faculty lounge.



superintendent who worked with the architects. This approach has the disadvantage of being a little slower in preliminary phases than other methods, but the advantages outweighed a mild early lag and brought to bear the combined talents and study of many.

The Projects Are Assigned

Architect Herman O. Ruhnau of Riverside was assigned the design of gymnasium, shower and locker buildings, shops and administration building, and the coordination of all specifications and contract documents as well as responsibility for supervision of construction of the entire project. In this task he has available as consultants the other project architects in connection with the buildings they have designed individually. These architects are Bolton C. Moise, Jr., of Riverside, in charge of site development, auditorium and cafeteria, and the firm of Caughey and Ternstrom of Los Angeles. The latter are in charge of all academic classrooms and special rooms.

The entire project will be bid in one lump sum contract in order to take advantage of size and to obtain the lowest unit cost. The contractor, however, under the agreement, will be responsible to only one architect.

Psychological factors have favored the arrangement from the beginning. The school board has respected the abilities of all architects involved and the architects, in turn, have had confidence in each other. Thus there has developed a true pooling of experience and facilities.

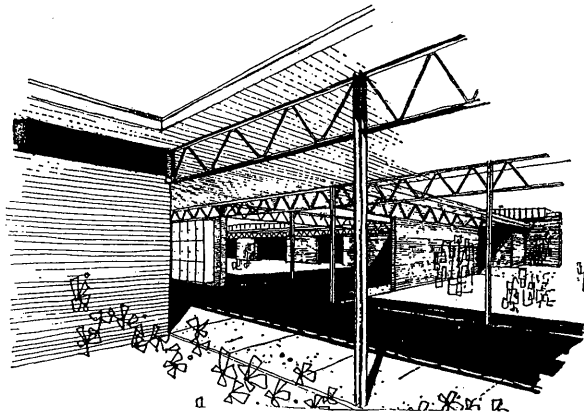
Careful cost controls have been effected. First,

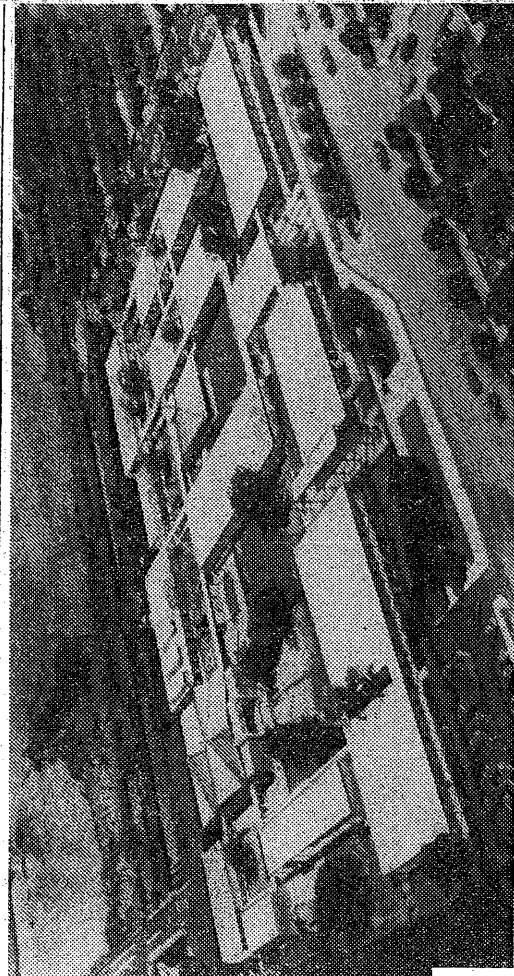
there were frequent meetings with trustees and written confirmations of all decisions. During preliminary planning, all matters requiring board decision were brought up for discussion as they arose, so that when the preliminaries were completed they reflected the board's wishes. Complete preliminary plans were approved before the architects proceeded with working drawings, and a detailed estimate was made based upon the preliminary plans. Another estimate will be made upon completion of the working drawings.

Capacity of the School

The high school will house 1,500 students at the outset and will be expanded to a capacity of 2,000 or more later. All of the unexpandable facilities were grouped in the first phase. These included the audi-

The plans for the central court and covered passages are the work of the firm of Caughey and Ternstrom.





BEING BUILT—Shown here is sketch of the \$1,750,000, all-steel Rubidoux High School being built in Riverside. School, designed by Caughy & Ternstrom, will accommodate 1000 students and will consist of a total of 15 steel buildings.

\$1,750,000 PROJECT

Steel Units Featured at Riverside School

Construction of Rubidoux academic units and six teaching High School is under way at ing areas a gymnasium, a Riverside, with partial occu- multipurpose structure in- pancy of the new facility, for in-door-outdoor assembly, a homemaker and science building with nine teaching to a joint announcement by areas, a music building, a Paul Hoefler, president of library, a kitchen and semi- Hoefler Construction Co., and open cafeteria; a shop-build- Kenneth L. Kelley, presi- dent of California Steel & Construction Co.

The \$1,750,000 project de- signed by Architects Caugh- ley & Ternstrom, consists of 12 individual structures to- taling over 104,135 sq. ft. of floor space including corri- dors. When finished it will exemplify the latest tech- niques in the use of steel as a primary construction ma- terial.

Prefabricated

The buildings are being prefabricated and will be erected by California Steel & Construction Co. of Los Angeles in co-operation with Hoefler Construction Co. of Fontana, the general con- tractor.

The school, slated for com- pletion in February, 1960, will accommodate 1,000 stu- dents. Plans for future ex- pansion provide for doubling the school's enrollment. The present contract includes construction of a business administration building, a classroom building with 10

ing and three service build- ings.

The business administra- tion building will be faced with porcelain enameled steel panels. Steel will be used for principal structural supports, interior and exter- ior walls, and frames for doors and sash.

A modular system of con- struction has been adopted to assure maximum economy wherever standardization is feasible.

Rubidoux High School will serve the entire western se- ction of the Riverside High School District.

Much more than steel and wood

By Diane Caughey

PLENTY OF PEOPLE will tell you that Dutton's Brentwood Books is more than a simple bookshop. It's a landmark, they'll say, a literary oasis, a secular church. But it also represents the perfect union of a building and a business.

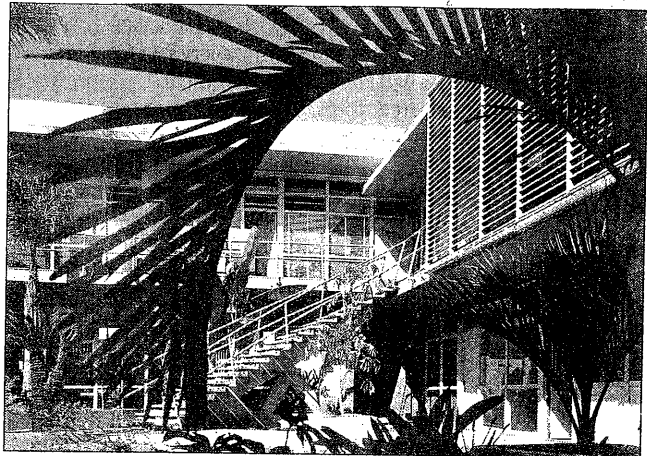
Milton H. Caughey, my father, was the architect who designed that building on San Vicente Boulevard, the one that may be demolished in the near future to make way for a retail-office-condo development. He had a master's degree in architecture from Yale, moved to Los Angeles in 1940 and started his practice after returning from the war. He won a number of awards for the homes and schools he designed, but his budding career was cut short. In 1958, when he was 46, my father died of a heart attack, and the name Milton H. Caughey is little known today.

My family lived in Brentwood — in a house designed by my father — and as a child, I would walk to the simple, two-story courtyard building that Dutton's now occupies. Built in 1950, it's a classic example of midcentury California contemporary architecture. It's solar shades foreshadowed today's green design. The simple facade floats above the sidewalk, held up by small steel columns, typical of the modern movement. The openness created below invites you in off the street to enjoy the intimate heart of the building, the courtyard.

Here, offices with walls of windows surround a space of sunlight, fresh air and nature — a rarity in today's office buildings. The courtyard is a meeting space of interior and exterior, public and private, the perfect gathering spot. My mother, Janet Caughey, now 94, still visits Dutton's weekly.

But authentic landmarks are not built; they grow over time. The first bookstore, Brentwood Book Shop, moved into the building in 1960, and Dutton's bought that business in 1984. Over 22 years, Dutton's expanded into nearly all the other ground-floor spaces, filling them with overflowing bookshelves.

The courtyard became an extension of the store, where authors signed their books and children listened to stories



ROBERT C. CLEVELAND

PERFECT MATCH: The building that has housed Dutton's Brentwood Books for 22 years is uniquely suited to the task.

while their parents sipped coffee from the cafe in the corner.

Like a good marriage, building and bookstore have brought out the best in each other. The wonderful experience of browsing Dutton's shelves is bodily linked to the character of the physical space. The emotional descriptions of the store as "funky" or "sacred" reflect our deep longing for spaces where the world can feel intimate again. History, memory and love have been absorbed into the very steel and wood of the walls. That's what brings a building to life.

Unfortunately, most of our new mega-buildings, built for maximum space and profit, are dead. Their souls have crept out through the door, seeped out through the cracks. Is this the fate of this property on San Vicente Boulevard? As a city, are we destined to lose yet another genuine landmark? I hope not. I'm working with the Los Angeles Conservancy and historic preservationists in the city's Planning Department to nominate the building as a historic cultural monument.

If that fails, Charles T. Munger, who owns the building and a large swath of land around it, has said that any new development would include a ground-floor space for Dutton's or another independent bookstore. But without that building, in my mind, Dutton's would always be a widow.

DIANE CAUGHEY is an architect and Jungian psychotherapist in West Los Angeles.

List of authors

who've had book signings or readings at Dutton's Brentwood in the Barry Building.

Isabel Allende
Martin Amis
Kate Atkinson
Margaret Atwood
Don Bachardy
Russell Banks
Nick Bantock
Lynda Barry
Graeme Base
Charles Baxter
T.C. Boyle
Kate Braverman
Berkeley Breathed (5/07)
Octavia Butler
Meg Cabot
George Carlin
Rosalyn Carter
Raymond Carver
Michael Chabon
Eoin Colfer
Jackie Collins
Pat Conroy
Robert Crais
Michael Cunningham
Jamie Lee Curtis
Leo & Diane Dillon
Roddy Doyle
Bob Edwards
James Ellroy
Amy Ephron
Louise Erdrich
Percival Everett
Jasper Fforde
Janet Fitch
Anne Taylor Fleming
Jonathan Safran Foer
Dick Francis
Jonathan Franzen
Carlos Fuentes
Cornelia Funke
Al Gore
Jane Hamilton
Carl Hiaasen
Oscar Hijuelos
Alice Hoffman
A.M. Holmes
Nick Hornby
Khaled Hosseini (6/07)

Thomas Hoving
Robert Hughes
Eric Idle
Pico Iyer
P.D. James
Diane Johnson
Roger Kahn
John Kerry (4/07)
Ross King
Barbara Kingsolver
Nicole Krauss
Jhumpa Lahiri
Chang-Rae Lee
Ursula Leguin
Annie Leibovitz
Diane Leslie
Jonathan Lethem
Mario Vargas Llosa
David Lodge
Alison Lurie
David Mamet
Steve Martin
Frank McCourt
Malachy McCourt
Ian McEwan
Larry McMurtry
Anchee Min
Ralph Nader
Howard Norman
Tim O'Brien
Amos Oz
Chuck Palahnick
Robert Parker
Richard Price
Reynolds Price
John Rechy
Ann Rice
Salman Rushdie
Carolyn See
Lisa See
Vikram Seth
Sidney Sheldon
Alan Shephard
Carol Shields
Maria Shriver
Jane Smiley
Lemony Snickett
Sonya Sones
Susan Straight
Amy Tan
Scott Turow
Gore Vidal
William Vollman

Kurt Vonnegut
Alice Walker
David Foster Wallace
Sarah Waters
Marianne Wiggins
Robert Wilson
Tom Wolfe

SANTA MONICA Mirror

REFLECTING THE CONCERNS OF THE COMMUNITY

SAVE OUR BOOKSTORE

FEBRUARY 15 - 21, 2007



Once a semester, Toni Courtin, a pre-school teacher at the Brentwood Presbyterian Church Nursery School for 21 years, takes her class on a reading hour excursion to Dutton's Books on San Vicente, which sets on property recently sold to an individual interested in developing the real estate. Each child is given \$10.00 to buy a book followed by a snack outdoors.

photo by Beverly Cohn

Sources

Books:

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Articles

- Architectural Forum. (Oct, 1954). "Young architects: Ten outstanding buildings by some of the nations most promising young designers." (pg. 148) "School shielded from the sun."
- Los Angeles Times. (March 25 1956). "Three Riverside schools' dedication conducted."
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- Los Angeles Times. (Apr. 19, 1959). "Steel units featured at Riverside school."
- Indepth Art News. "PSFS: Nothing more modern." 8/30/2003 – 11/5/2003
Yale School of Architecture Galleries, New Haven. Internet.
- Brentwood Historical Society. "Oral History of David Barry Jr." (Dec. 30, 1997).
Interviewed by Elizabeth Eisenbach and Laura Blumenthal.

Sources

Interviews

Interview with Clint Ternstrom of the firm Caughey and Ternstrom. (Jan.30, 2007).

Interview with Joanne Wehmuller, office manager for Milton Caughey for 8 years.
(Feb. 3, 2007).

Interview with Ray Kappe, Architect. Shared office building and occasionally
drafted for Milton Caughey. (Feb 4, 2007).

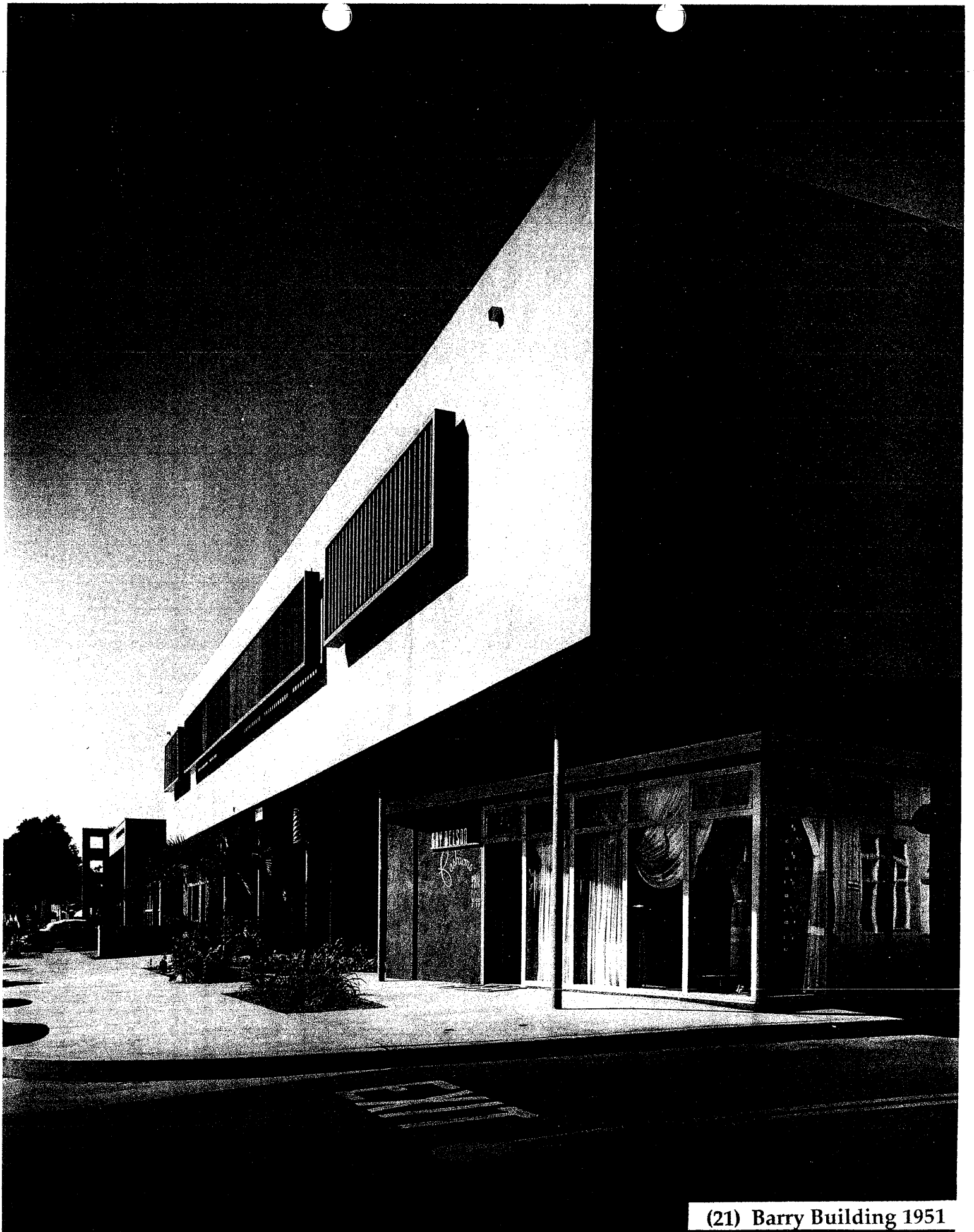
Interview with Julius Shulman, Architectural photographer of Milton Caughey's
work. (Feb. 20, 2007).



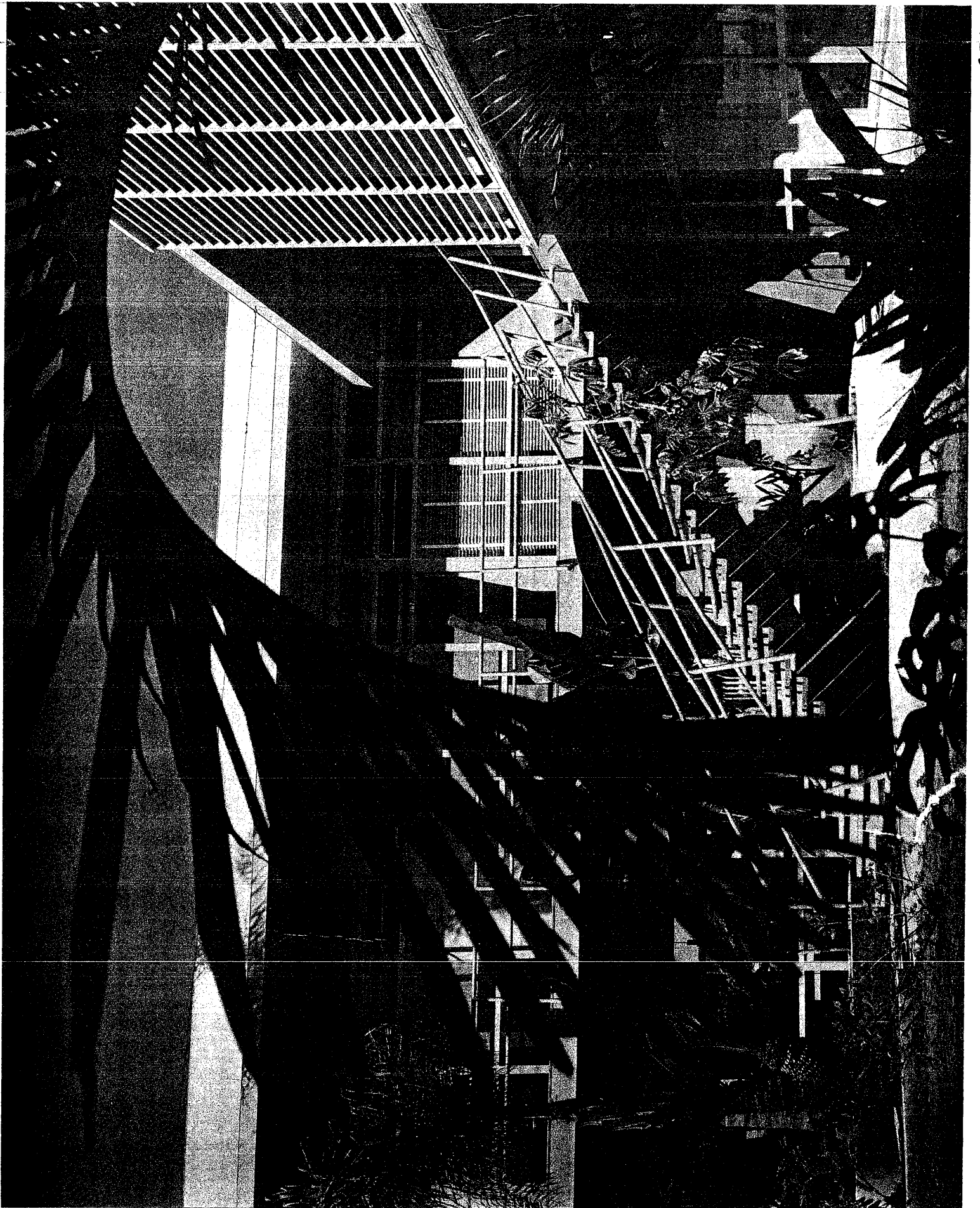
The Barry Building

© 2007 Europa Technologies
Image © 2007 Sanborn

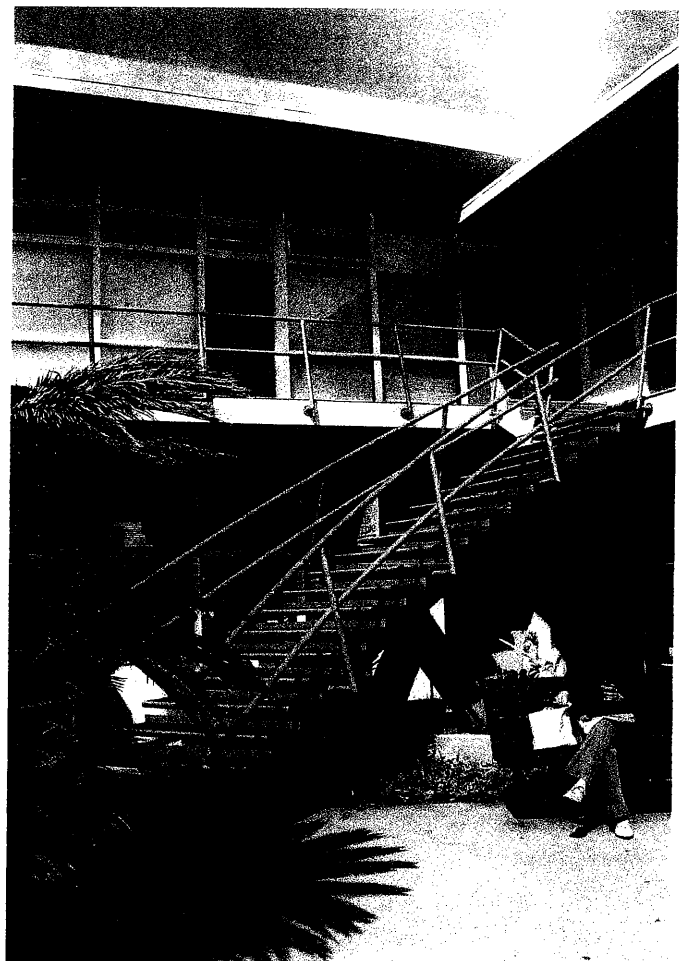
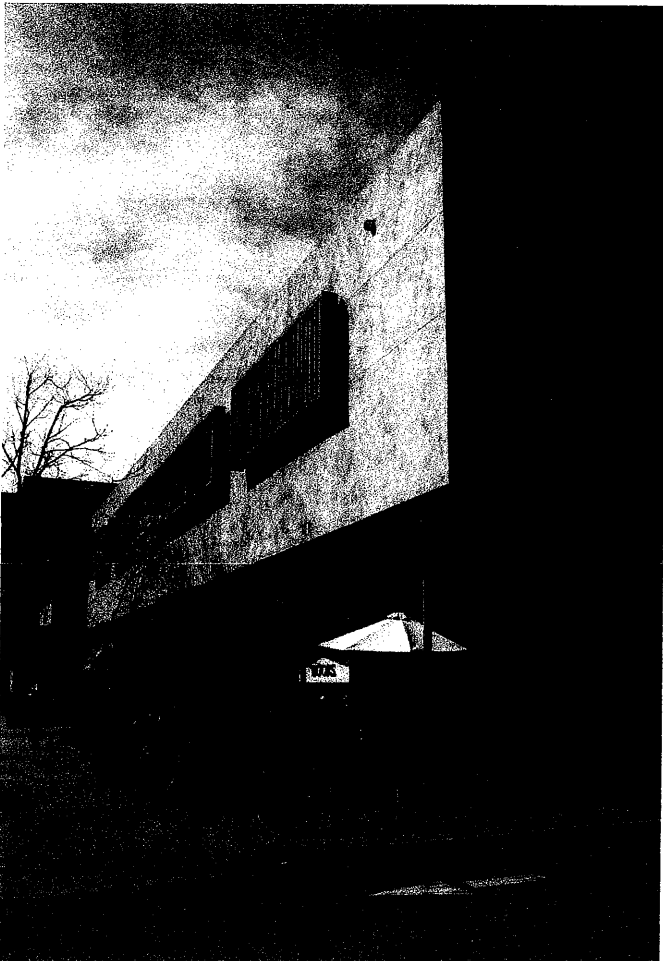
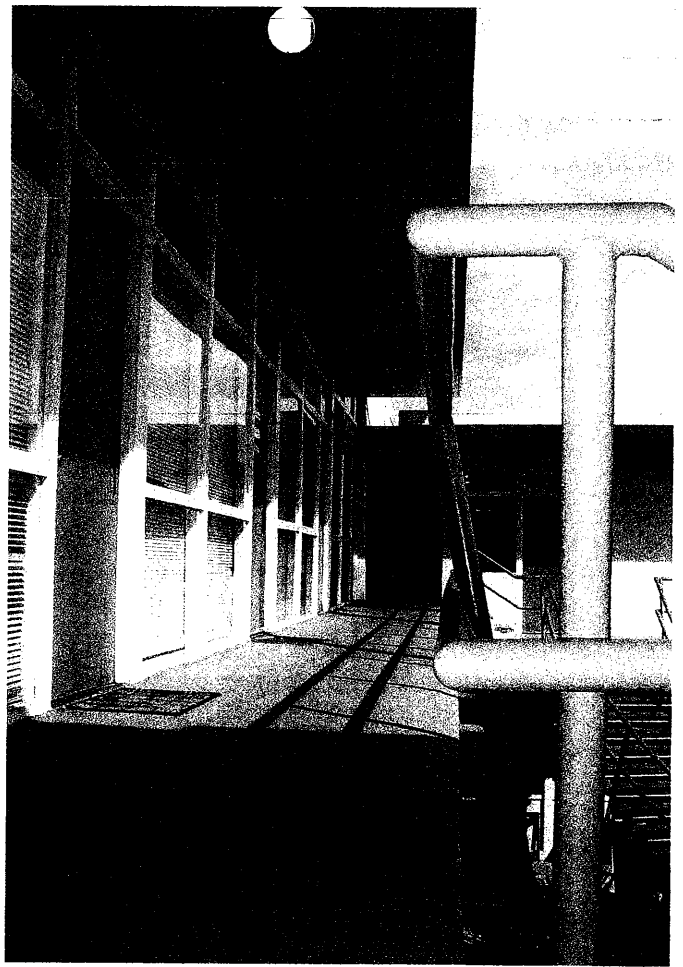
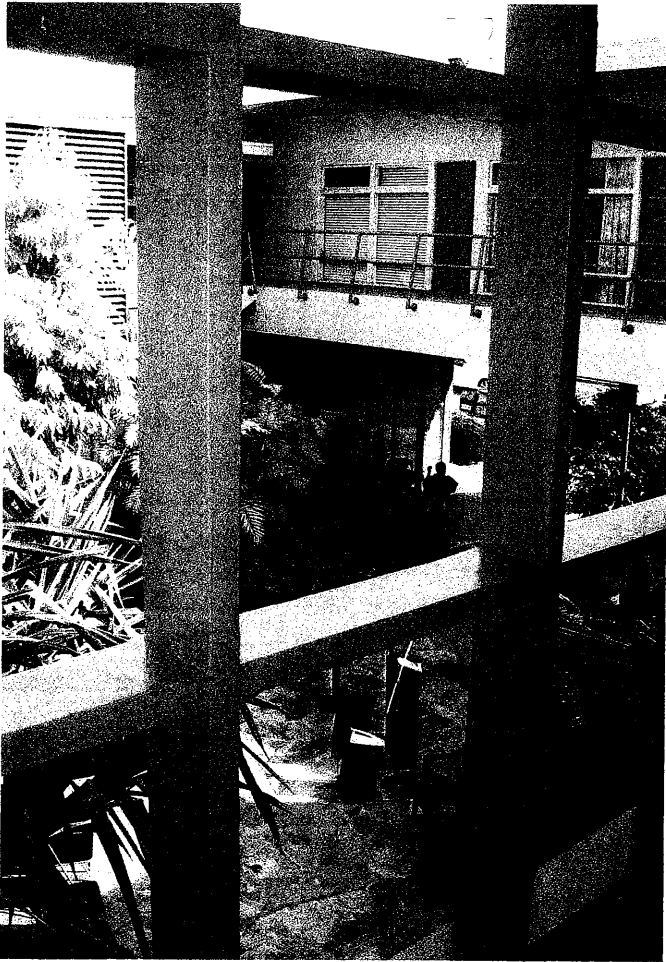
Pointer 34°03'10.26" N 118°28'20.21" W elev 315 ft Streaming 100%

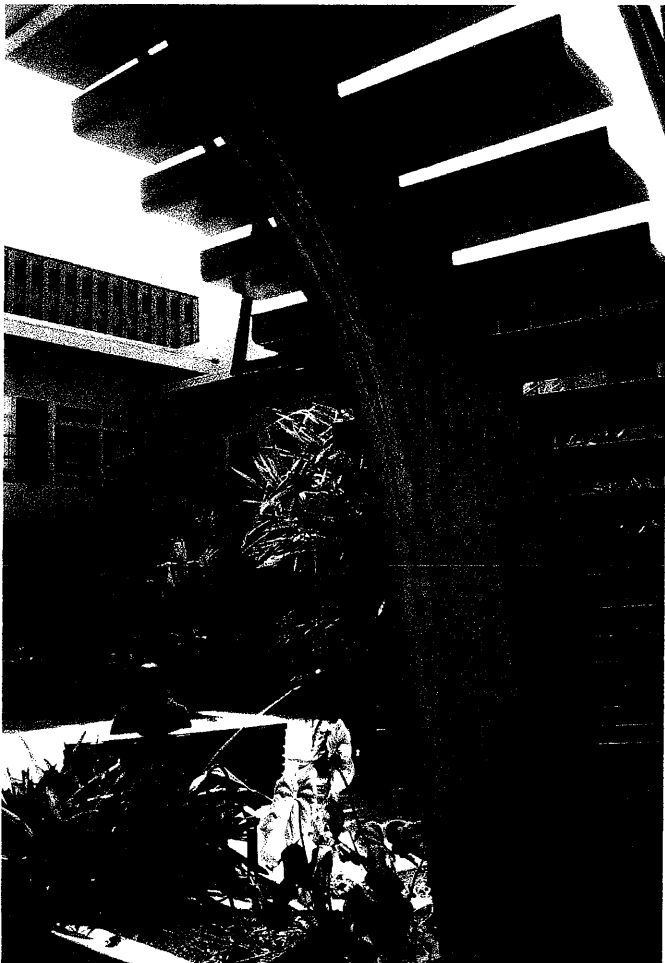
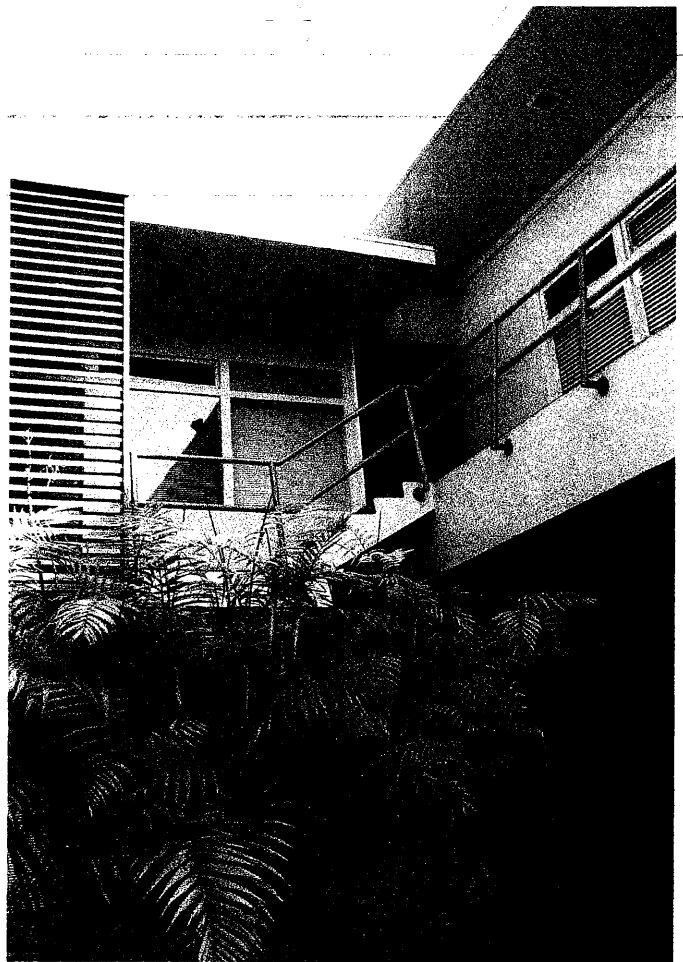
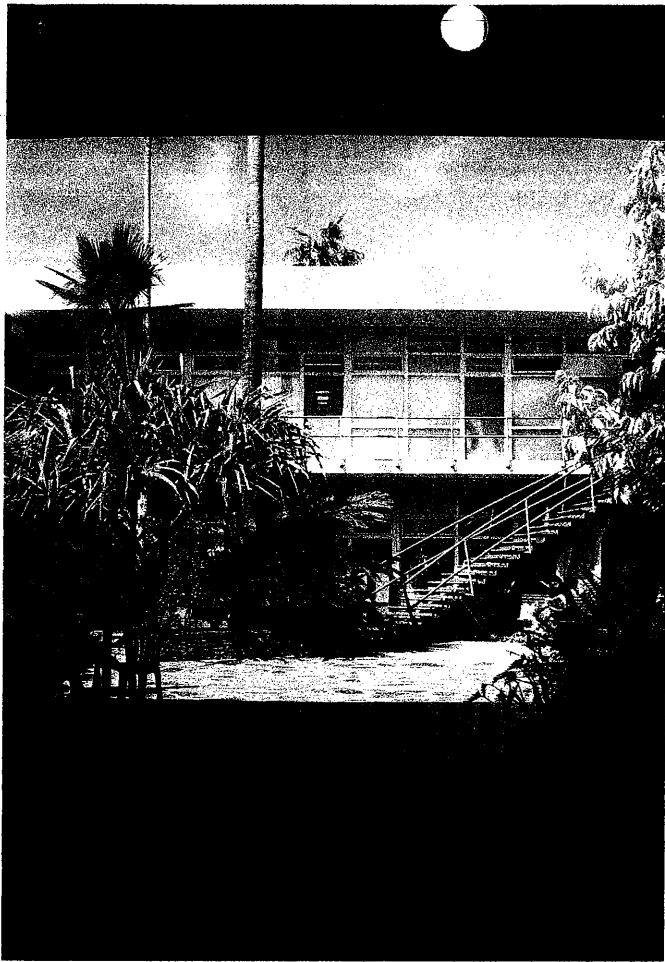


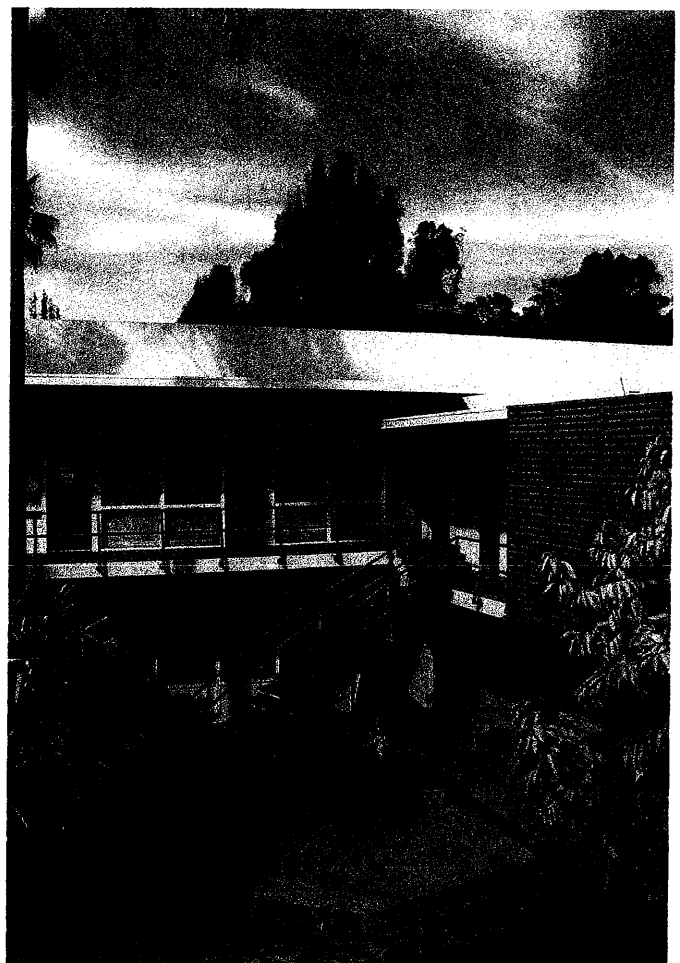
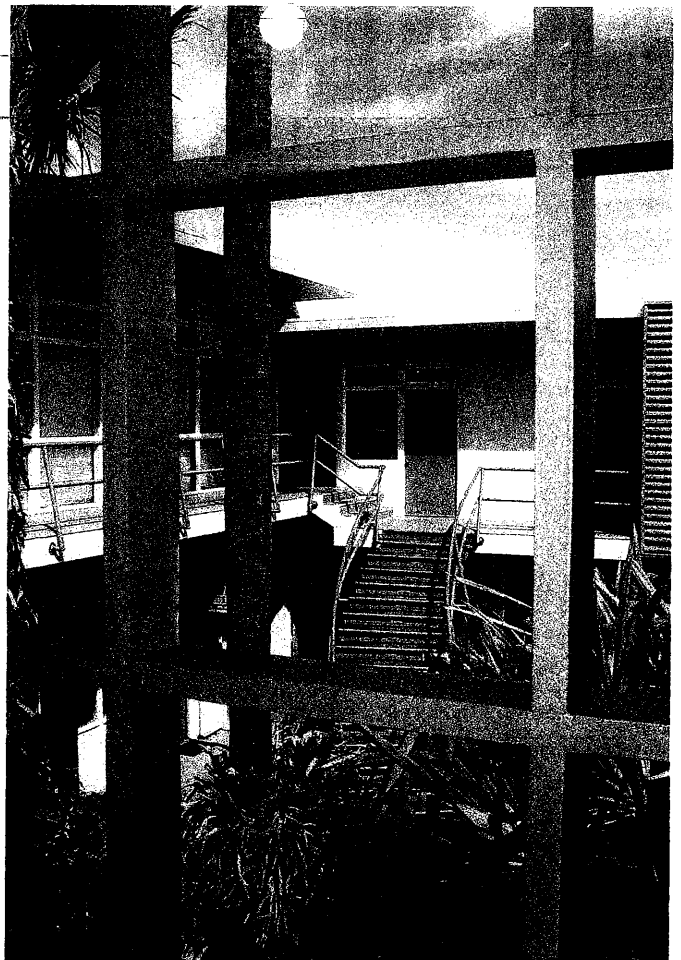
(21) Barry Building 1951

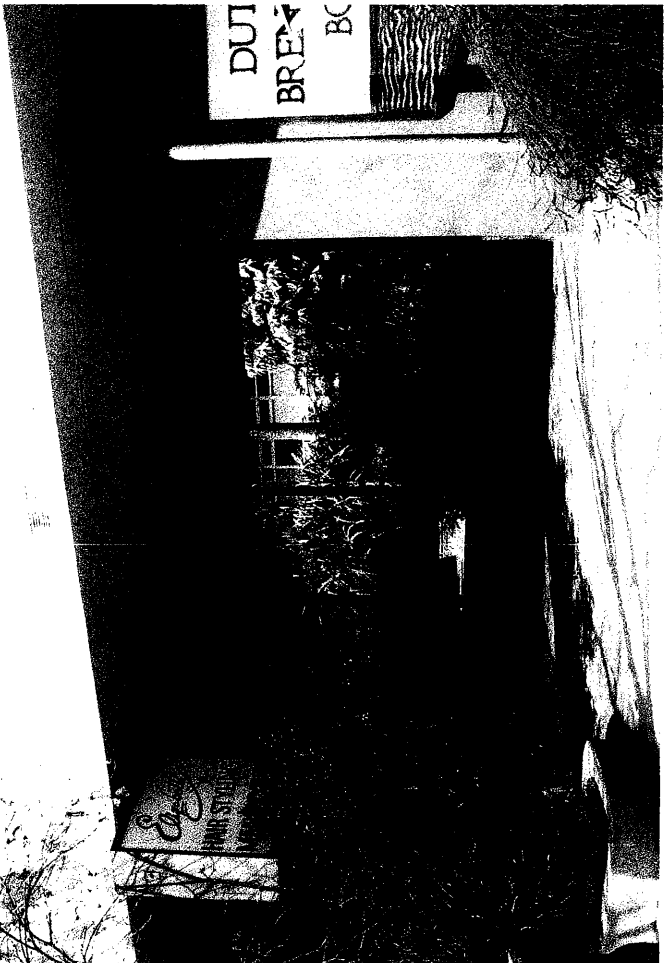
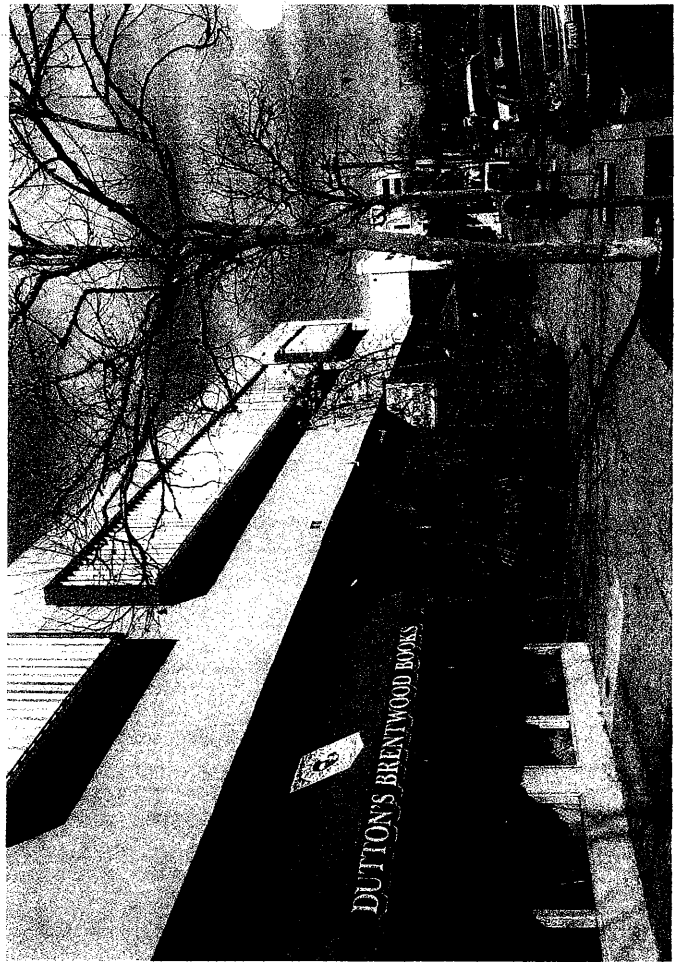
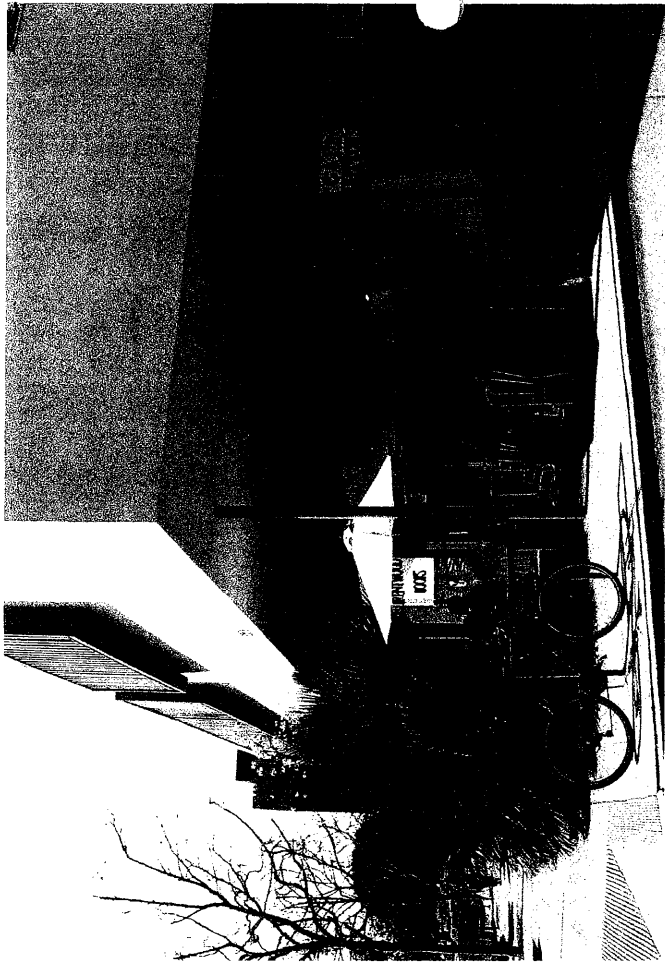


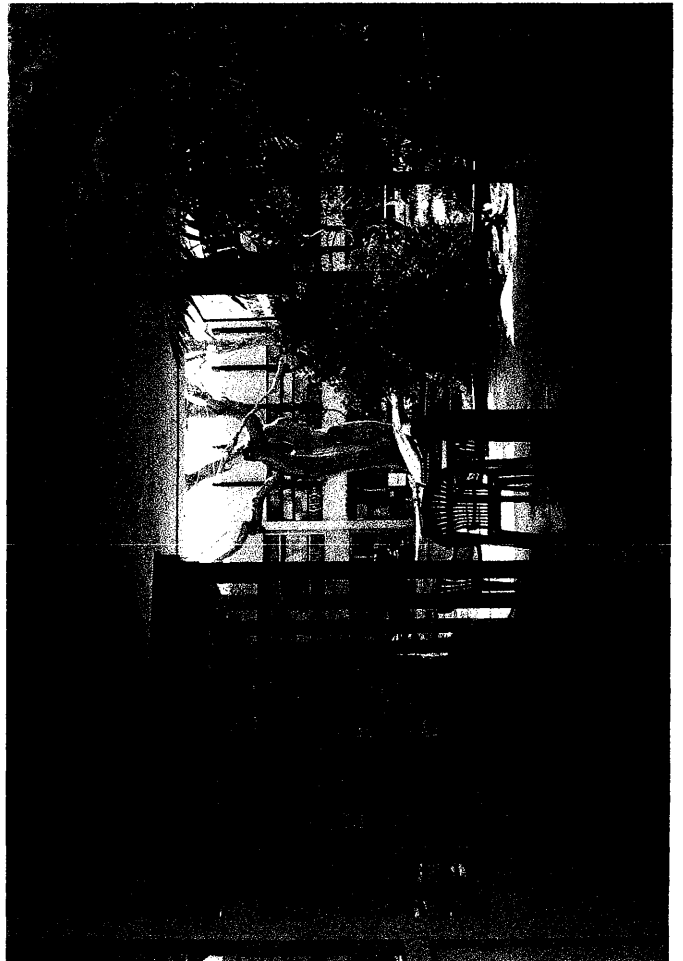
**CURRENT PHOTOGRAPHS OF
THE BARRY BUILDING**

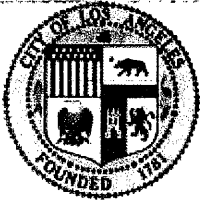












**City of Los Angeles
Department of City Planning**

04/13/2007

PARCEL PROFILE REPORT

PROPERTY ADDRESSES

11975 W SAN VICENTE BLVD
11973 W SAN VICENTE BLVD

ZIP CODES

90049

RECENT ACTIVITY

None

CASE NUMBERS

CPC-29649
CPC-28385
CPC-25504
CPC-24818-HD
CPC-24817
CPC-1994-308-DRS
CPC-1993-359-DRB
ORD-173381
ORD-157559-SA14A
ORD-146541
ED-74-2641.03-143-ZC
PRIOR-07/29/1962

Address/Legal Information

PIN Number:	129B145 87
Area (Calculated):	16,592.8 (sq ft)
Thomas Brothers Grid:	PAGE 631 - GRID G4
Assessor Parcel Number:	4404025008
Tract:	WESTGATE ACRES
Map Reference:	M B 7-90/91
Block:	None
Lot:	51
Arb (Lot Cut Reference):	1
Map Sheet:	129B141 129B145

Jurisdictional Information

Community Plan Area:	Brentwood - Pacific Palisades
Area Planning Commission:	West Los Angeles
Neighborhood Council:	None
Council District:	CD 11 - Bill Rosendahl
Census Tract #:	2640.00
LADBS District Office:	West Los Angeles

Planning and Zoning Information

Special Notes:	None
Zoning:	C4-1VL
Zoning Information (ZI):	ZI-1802 Hillside Grading Ordinance Exemption Area Neighborhood Office Commercial
General Plan Land Use:	See Plan Footnotes
Plan Footnote - Site Req.:	Brentwood
Additional Plan Footnotes:	San Vicente Scenic Corridor
Specific Plan Area:	West Los Angeles Transportation Improvement and Mitigation
Historic Preservation Review:	No
Historic Preservation Overlay Zone:	None
Other Historic Designations:	None
Mills Act Contract:	None
POD - Pedestrian Oriented Districts:	None
CDO - Community Design Overlay:	None
Streetscape:	No
Sign District:	No
Adaptive Reuse Incentive Area:	None
35% Density Bonus:	Eligible
CRA - Community Redevelopment Agency:	None
Central City Parking:	No
Downtown Parking:	No
Building Line:	None
500 Ft School Zone:	No
500 Ft Park Zone:	No

Assessor Information

Assessor Parcel Number:	4404025008
Parcel Area (Approximate):	26,789.4 (sq ft)
Use Code:	1200 - Store and Office Combination
Building Class:	D65B
Assessed Land Val.:	\$955,206
Assessed Improvement Val.:	\$62,568
Year Built:	1951
	1951
Last Owner Change:	12/14/06

Last Sale Amount:	\$0
Number of Units:	32
Number of Bedrooms:	0
Number of Bathrooms:	2
Building Square Footage:	13,301.0 (sq ft)
Tax Rate Area:	67
Deed Reference No.:	None

Additional Information

Airport Hazard:	None
Coastal Zone:	None
Farmland:	Area not Mapped
Very High Fire Hazard Severity Zone:	No
Fire District No. 1:	No
Fire District No. 2:	Yes
Flood Zone:	None
Hazardous Waste / Border Zone Properties:	No
Methane Hazard Site:	None
High Wind Velocity Areas:	No
Hillside Grading:	Yes
Oil Wells:	None
Alquist-Priolo Fault Zone:	No
Distance to Nearest Fault:	Within Fault Zone
Landslide:	No
Liquefaction:	No

Economic Development Areas

Business Improvement District:	None
Federal Empowerment Zone:	None
Renewal Community:	No
Revitalization Zone:	None
State Enterprise Zone:	None
Targeted Neighborhood Initiative:	None

Public Safety

Police Information:	
Bureau:	West
Division / Station:	West Los Angeles
Report District:	826
Fire Information:	
District / Fire Station:	19
Batallion:	9
Division:	1
Red Flag Restricted Parking:	No

CASE SUMMARIES

Note: Information for Case Summaries is Retrieved from the Planning Department's Plan Case Tracking System (PCTS) Database.

Case Number: CPC-24818-HD
Required Action(s): HD-HEIGHT DISTRICT
Project Description(s): Data Not Available

Case Number: CPC-1994-308-DRS
Required Action(s): Data Not Available
Project Description(s): DESIGN REVIEW BOARD REQUEST TO INSTALL A NEW SIGN.

Case Number: CPC-1993-359-DRB
Required Action(s): DRB-DESIGN REVIEW BOARD
Project Description(s): ADD RECIVING - STORAGE AREA TO DUTTON'S BOOKS

Case Number: ED-74-2641.03-143-ZC
Required Action(s): ZC-ZONE CHANGE
Project Description(s): Data Not Available

Case Number: PRIOR-07/29/1962
Required Action(s): ZC-ZONE CHANGE
Project Description(s): Data Not Available

DATA NOT AVAILABLE

CPC-29649
CPC-28385
CPC-25504
CPC-24817
ORD-173381
ORD-157559-SA14A
ORD-146541



Bradley Furuya <bradley.furuya@lacity.org>

NOP for 11973 San Vicente Boulevard Project Draft EIR

1 message

Jurca, Catherine <cjurca@hss.caltech.edu>

Mon, Dec 21, 2020 at 12:08 PM

To: "bradley.furuya@lacity.org" <bradley.furuya@lacity.org>

Cc: "vanbreen@laconservancy.org" <vanbreen@laconservancy.org>

Dear Mr. Furuya:

As a long-time Los Angeles resident I am distressed beyond measure to learn that the proposal to demolish the Barry Building, a designated historic resource within the City of Los Angeles and under CEQA, has resurfaced. It is particularly irksome to learn that the replacement project is...a vacant lot.

The owner has no one but himself to blame for the condition of the building, and Mr. Munger cannot claim to lack the resources to have maintained and repaired it.

Demolition by willful neglect is inappropriate grounds to allow demolition by willful wrecking ball. Rewarding such behavior only empowers those who knowingly purchase historic resources but who don't intend to preserve them. The City must hold the owner accountable for maintaining the good condition of its historic properties.

I ask the City not to consider demolition without a replacement project. Adaptive reuse alternatives must be considered.

Many thanks for your consideration of this important matter.

Best wishes,
Catherine Jurca



Bradley Furuya <bradley.furuya@lacity.org>

Bradly Building

1 message

David STONE <mrdstone@mac.com>
To: bradley.furuya@lacity.org

Mon, Dec 21, 2020 at 11:44 AM

As a long time resident of Brentwood (35 years) I am actually appalled that you would allow this mid century gem to be demolished. It is an ikon of the style and a shining example of what we as a neighborhood want and need. We do not need another glass box on San Vicente.

Please do all you can to preserve this special place.

Thank you!

Regards,
DAVID STONE
mrdstone@mac.com



Bradley Furuya <bradley.furuya@lacity.org>

11973 San Vicente Boulevard Project

1 message

diannekrausdesign@gmail.com <diannekrausdesign@gmail.com>

Mon, Dec 21, 2020 at 4:01 PM

To: bradley.furuya@lacity.org

Cc: vanbreene@laconservancy.org

Having been a retailer at the Barry Building from 2014 -2017 and attending meetings with the owner to understand the significance of this building I am so disappointed in the fact that this is still going on!!! The Barry Building is a strong Historic-Cultural Monument and needs to be protected. Along with being a historic monument it holds huge emotional and memorable moments for all who have had the wonderful opportunity to visit this mid century design and courtyard which is quintessential Los Angeles architecture.

There are viable preservation alternatives to demolition that must be fully considered and explored !!

The proposed demolition of the Barry Building sets a dangerous precedent for future proposed demolition of HCM's – it is unacceptable to do this to the Barry Building

The owners are using demolition by neglect to circumvent historic preservation protections . I first hand experienced this while being a tenant , it was not maintained purposely.

IF approved the city will have awarded the owners for their bad behavior – UNACCEPTABLE !!!

Under the California Environmental Quality Act (CEQA) the city is required to deny projects that have feasible alternatives. In this case , this is a clear preservation alternative that had been presented in previous project proposals.

Please do not destroy the only mid-century commercial space in Brentwood as it is so unique and special and holds a lot of memories and character that this neighborhood needs

Thank you

Dianne Kraus

**Bradley Furuya** <bradley.furuya@lacity.org>

Barry Building

1 message

Emily Williams <erosewilliams@gmail.com>

Mon, Dec 21, 2020 at 1:22 PM

To: "bradley.furuya@lacity.org" <bradley.furuya@lacity.org>

Cc: Adrian Fine <afine@laconservancy.org>, "vanbreene@laconservancy.org" <vanbreene@laconservancy.org>

Good afternoon,

Please do not allow the Barry Building to be demolished. This building was my office for several years with the LA Parks Foundation until we were evicted in 2016. Going to work in a beautiful historic building made my day, every day. This property is part of what makes LA an outstanding place to live. It is an architectural gem that must be preserved for future generations to learn about and appreciate the history of our city.

Thank you.

Emily Williams



Bradley Furuya <bradley.furuya@lacity.org>

ENV-2019-6645-EIR; 11973 San Vicente--addressing potentially substantial public health risks

1 message

Heymann, Jody <jody.heyman@ph.ucla.edu>
To: "bradley.furuya@lacity.org" <bradley.furuya@lacity.org>
Cc: "Heymann, Jody" <jody.heyman@ph.ucla.edu>

Fri, Dec 18, 2020 at 2:37 PM

Dear Mr Furuya,

I am writing in response to the request for public health comments on environmental case ENV-2019-6645-EIR at [11973 San Vicente Boulevard](#).

I served for six years as the UCLA dean of public health and have taught and worked in public health for thirty years.

My concerns surround how the demolition of a historic building in such a heavily trafficked area will be handled in terms of air pollutants. Historic buildings often have asbestos, lead, and other toxins and carcinogens as part of the building materials. It is because of this that demolition of older buildings in heavily populated areas can lead to dangerous exposure.

This building is in a heavily trafficked area with many pedestrians and many homes nearby.

It is critically important for public health that substantial measures be taken to avoid the release of carcinogens and toxins into the air during demolition, if demolition is approved. Any permit should require that:

- Asbestos, lead, and other carcinogens and toxins be removed and follow all city, state, and federal regulations regarding the removal process and
- That any demolition be carried out in a way that assumes there are toxins and carcinogens, given the age of the building and
- That demolition be carried out in accordance with EPA and California guidelines for demolishing buildings that have asbestos and other carcinogens to prevent exposure.

I would greatly appreciate hearing back from you about how this will be ensured if there is any demolition approved.

Thank you very much,

Jody Heymann, MD, PhD

Distinguished Professor, UCLA Fielding School of Public Health, UCLA Luskin School of Public Affairs,

UCLA Geffen School of Medicine



Bradley Furuya <bradley.furuya@lacity.org>

Save the Barry Building

1 message

Kristin Burcham <kristin.burcham@gmail.com>
To: bradley.furuya@lacity.org

Sat, Dec 19, 2020 at 12:55 PM

As a decade-long employee of Dutton's Books, I have sentimental reasons for wanting this building to be saved, but it is my role as a local community member that is more important: demolition would set a dangerous precedent for the historic buildings of our region and would reward Charles Munger for unethical, insensitive, and selfish acts.

In order to preserve the history and character of our neighborhoods, and show that the commercial interests of the rich are not more important than the concerns of regular citizens, we must save this building.

There are viable alternatives to demolition and these should be fully explored.

Sincerely,
Kristin Burcham

Sent from my iPhone



Bradley Furuya <bradley.furuya@lacity.org>

Barry building in Brentwood

1 message

Laura Bernier <laurabernier1@gmail.com>
To: bradley.furuya@lacity.org

Mon, Dec 21, 2020 at 3:34 PM

Hello,

>

> I'm writing about the Barry Building in Brentwood. I understand that public comments about its potential impending destruction are due today.

>

> When my husband and I moved to Brentwood in 2013, I was still on maternity leave, and I pushed my baby daughter's stroller past the Barry building several times a day, always pausing to admire its graceful midcentury lines. My father was an architect, and the Barry center's uniquely Californian design always stopped me in my tracks.

>

> I was saddened when its tenants were evicted, assuming the shopping center would be demolished. What a tragedy, I thought, to replace its architectural sprightliness with yet another boring concrete block like the ones that have taken over most of Santa Monica.

>

> But when months and then years past and the building was not demolished, but just abandoned, I kept walking my daughter, and then her sister, past it; first in their strollers, then later on their scooters. The old fashioned barber, Elizabeth's, where my brother went for haircuts, was by then long gone. So was the bookshop frequently patronized by, among others, Ross Macdonald, one of Los Angeles's greatest writers. But the pretty building still stood behind its chain link fence.

>

> It's a shocking shame that its owners would be allowed to let it sit and purposefully decline in order to bypass historical guidelines that would otherwise protect it. Its tenants, such as Caffe Luxe and Cisco Home, were not happy to be evicted. It could still be a vibrant community center in Brentwood if available preservation techniques were utilized!

>

> I urge Los Angeles to do everything it can to protect and preserve the rare and lovely Barry building. I don't even live in California anymore — my family moved back East to be near family in 2020 — but felt compelled to write on behalf of a building I love.

>

> Thank you,

> Laura Bernier



Bradley Furuya <bradley.furuya@lacity.org>

Public Comment: Barry Building

1 message

Lauren Everett <le28@pdx.edu>

Sun, Dec 20, 2020 at 3:50 PM

To: bradley.furuya@lacity.org

Cc: afine@laconservancy.org

To whom it may concern,

Growing up in Santa Monica and Venice, I spent many hours of my childhood in the children's wing of Duttons and playing in the courtyard of the Barry Building while my mom browsed inside. I know I am only one of many Angelenos with deeply fond memories of this community institution.

I was recently made aware that a Notice of Preparation was issued for the proposed demolition of the building. Not only is this a loss to our shared community history, but every demolition of an HCM threatens the integrity of the program.

As the author of the Bob Baker Marionette Theater HCM nomination, we already saw a very disappointing outcome in that case that did not reflect the spirit and intention of the ordinance, and has resulted in an empty deteriorating building and financial hardship for the theater company. This should not be repeated with the Barry Building, especially as there is a clear preservation alternative, which must be prioritized per CEQA guidelines. Additionally, the owners have been neglecting their responsibilities as stewards of this resource, and should not be rewarded for their behavior. That they are proposing demolition without a project to replace it is even more egregious.

In conclusion, please make your evaluation with the interests of the West Los Angeles community at the forefront of consideration.

Sincerely,
Lauren Everett

--

Lauren Everett

Student, Doctor of Philosophy in Urban Studies

College of Urban & Public Affairs

Portland State University

Graduate Research Assistant

[Homelessness Research and Action Collaborative](#)



Barry Building

1 message

Lisa Avebury <circleseeker@gmail.com>
To: bradley.furuya@lacity.org

On behalf of the Los Angeles Conservancy, I am writing to comment on the Notice of Preparation (NOP) for the [11973 San Vicente Boulevard Project](#). The subject proper Building, is Historic-Cultural Monument (HCM) #887.

The Los Angeles Conservancy is extremely concerned by the proposed demolition of a designated HCM for no other reason than to clear the lot without an identified repl creates a dangerous precedent and incentivizes future property owners from pursuing similar outcomes, as well as encouraging demolition by neglect. Should the City of proposed demolition of this HCM without a replacement project, it will severely erode protections upheld by the City's historic preservation program and result in a pote California Environmental Quality Act (CEQA).

I. 11973 San Vicente Boulevard, known as the Barry Building, is a designated Historic-Cultural Monument.

Completed in 1951 and designed by local architect Milton Caughey for owner David Barry. The Barry Building is an excellent example of Mid- Century Modern commerci incorporates elements of the International Style, that include an elevated second story, clean lines, a horizontal orientation, and an interior courtyard with cantilevered st



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In 2007, the City of Los Angeles designated the Barry Building as Historic-Cultural Monument #887 because it is an excellent and intact example of Mid-Century Modern

II. Demolition by neglect is being used as a tactic to circumvent historic preservation regulations and CEQA.

For over ten years the property owners, that includes Charles T. Munger, has sought to demolish the historic Barry Building. Redevelopment plans have varied from cond complexes, and each of these iterations have included the complete demolition of HCM #887.

In 2012, the City released its Final EIR for the Green Hollow Square Project, which called for the demolition of the Barry Building as well as altering the Coral Tree Media neighborhood advocates voiced their opposition to the project which prompted then Councilmember Bill Rosendahl to voice his opposition. Throughout the EIR process alternative emerged that would have allowed for the retention and reuse of the Barry Building alongside proposed new development. The owner rejected this despite its n identified project objectives. Unwilling to compromise or consider alternatives, in 2013 the owners requested to withdraw their zoning entitlements request, thus ending Square Project.

In 2016, the property owners used seismic concerns as a means to evict its commercial tenants. Since their eviction the property has remained boarded up and neglected. defining features that included metal window shutters have been removed or disappeared from the property. This action was not approved or reviewed by the City's Offic

Such actions are undoubtedly demolition by neglect which occurs when property owners intentionally allow a historic property to suffer severe deterioration, potentially Property owners who take this approach often use it as a means to circumvent historic preservation regulations and to later justify total demolition of historic resources. behavior by granting demolition, it is setting a dangerous precedent for future proposed demolitions of Los Angeles's historic resources. Such actions are occurring with the City to stand firm in this case and pursue actionable demolition by neglect deterrents.

III. Alternatives to the proposed demolition of the Barry Building must be considered.

A key policy under the California Environmental Quality Act (CEQA) is the lead agency's duty to "take all action necessary to provide the people of this state with historic preserve for future generations examples of major periods of California history."¹To this end, CEQA "requires public agencies to deny approval of a project with significan

¹Public Resource Code, Sec. 21001 (b), (c).



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effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."²The fact that an environmentally superior alternative may be mo project objectives does not necessarily render it infeasible under CEQA.³ Reasonable alternatives must be considered "even if they substantially impede the project or are findings of alternative feasibility or infeasibility must be supported by substantial evidence.⁵

Demolition of the Barry Building without a replacement project is a blatant violation of CEQA. The proposed project is completely unnecessary and an effort to circumver regulation for its future development. It is the City's duty as the lead agency to deny the proposed project as stated by CEQA law.

As with the proposed Green Hollow Square Project, a preservation alternative remains feasible for the applicant. Such an alternative works in tandem with new developr and new development are not mutually exclusive. Successful preservation for the Barry Building is a "win-win" solution whereby the historic building can be rehabilitate development may occur on the vacant portion of the parcel.

IV. Conclusion

The Conservancy strongly opposes the demolition of the historic Barry Building HCM #887. The proposed demolition with no replacement project is in strict violation of must be denied by the lead agency. For nearly a decade the Conservancy has advocated for "win-win" solutions for the Barry Building and we remain committed to this ot

The Conservancy urges the City of Los Angeles to reconsider its current environmental review process for this proposal as a replacement project us necessary, in addition adaptive reuse alternatives. The proposed demolition of the Barry Building is unnecessary and will create a harmful precedent. Such a precedent undermines all efforts of Resources and the City's historic preservation program

The Conservancy welcomes an opportunity to work with the City and the applicant to determine how potential preservation alternatives and a "win-win" outcome can be

About the Los Angeles Conservancy:

12/21/2020

City of Los Angeles Mail - Barry Building

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Es

² *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resources Code §§ 21002, 21002.1.

³ Guideline § 15126.6(a).

⁴ *San Bernardino Valley Audubon Soc'y v. County of San Bernardino* (1984), 155 Cal.App.3d 738, 750; Guideline § 15126(d)(1).

⁵ Public Resources Code § 21081.5.



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Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,

Lisa Avebury

**Bradley Furuya** <bradley.furuya@lacity.org>

Barry Building

1 message

Melissa Hunt Trikilis <trikione@mac.com>
To: bradley.furuya@lacity.org

Wed, Dec 16, 2020 at 8:40 PM

Please consider alternatives to demolition of the Barry Building. Demolishing the historic building would set a dangerous precedent for Historical-Cultural Monuments in the future. Some people care about maintaining some history in Los Angeles. I am one of those people.

Thank you.

Melissa Hunt

Native Los Angeleno



Bradley Furuya <bradley.furuya@lacity.org>

Barry Building

1 message

Samy Burch <samyburch@gmail.com>
To: bradley.furuya@lacity.org

Sat, Dec 19, 2020 at 11:54 AM

Hey Mr. Furuya,

I was born and raised in Brentwood, not far from the Barry Building, which at the time housed the beloved Dutton's bookstore, of which I have many memories.

I'm writing today to add my voice to the sea of people who think this beautiful, meaningful building being demolished would be a shameful decision, and one that reflects poorly on the city.

The Barry is a Historic Cultural Monument, and it should be protected. What kind of precedent does this set?

There are other feasible alternatives to demolition, and according to CEQA rules the city is REQUIRED to deny projects in cases like this.

What kind of city will this be if we can't protect the historical, charming, beautiful, strange and special places? Rows and rows of beige, ugly, and cheap. Panera Bread, USA.

We've already lost so much, please do not add this to the graveyard.

Thank you,
Samy Burch



Bradley Furuya <bradley.furuya@lacity.org>

Barry Building, Historic Cultural Monument 887

1 message

Tyler Bourgoise <tylerbourgoise@gmail.com>
To: Bradley.furuya@lacity.org

Mon, Dec 21, 2020 at 1:37 PM

Dear Bradley,

I am writing in opposition to the proposed demolition of the Barry Building, Historic Cultural Monument 887. Please do not set an example for future absentee property owners, that demolition by neglect is a loophole for Historic Cultural Monuments to be demolished. Why should investors be rewarded for letting a CULTURAL MONUMENT sit dilapidated, in disrepair, and ultimately raze the property for no proposed project? Do not incentivize criminal behavior!

What is at risk of being lost in the Barry Building is an excellent example of the international style, in an otherwise insipid stretch of San Vicente Blvd. Has an alternative to demolition been examined? Has the absentee owner or the City explored options for rehabilitation? Is it cost prohibitive? (Doubtful, for an owner with a net worth of 1.8 billion dollars. Nothing is cost prohibitive when you are Charles Munger.)

Not only does this building need to be preserved, it *can* be preserved. Economic feasibility is not even a talking point since the owner is a billionaire - any type of preservation is possible. To let this building be demolished would be a clear signal to future generations that if you are rich you are above the law and can actually do anything.

Respectfully,
Tyler Bourgoise

THE SILVERSTEIN LAW FIRM

A Professional Corporation

215 NORTH MARENGO AVENUE, 3RD FLOOR
PASADENA, CALIFORNIA 91101-1504

PHONE: (626) 449-4200 FAX: (626) 449-4205

ROBERT@ROBERTSILVERSTEINLAW.COM

WWW.ROBERTSILVERSTEINLAW.COM

December 18, 2020

VIA EMAIL bradley.furuya@lacity.org;
vince.bertoni@lacity.org;
holly.wolcott@lacity.org

Bradley Furuya
Los Angeles Department of City Planning
221 N. Figueroa St., Room 1350
Los Angeles, CA 90012

Re: Comments on the Notice of Preparation of an EIR for
ENV-2019-6645-EIR; SCH 2020110264 (previously, SCH: 2020110210);
11973 San Vicente Boulevard Project

Dear Mr. Furuya:

I. INTRODUCTION AND PRELIMINARY OBSERVATIONS.

This firm and the undersigned represent concerned neighbors and interested stakeholders in the community. Please keep this office on the list of interested persons to receive timely notice of all hearings, votes and determinations related to the proposed approval of the 11973 San Vicente Boulevard Project (“Project”).

Pursuant to Public Resources Code Section 21167(f) and other applicable laws, please provide a copy of each and every notice issued by the City in connection with this Project. We adopt and incorporate by reference all Project comments and objections raised by all others during the environmental review and land use entitlement processes for the Project.

The Project as presented in the November 18, 2020 Notice of Preparation (NOP) is only part of the larger project as presented in the 2012 EIR for the **Green Hollow Square Project**, Case No. ENV-2009-1065-EIR, which included demolition at and grading of several parcels: 11961, 11965, 11969, 11973, 11977, 11981 and 11991 San Vicente Boulevard, and 642 and 644 Saltair Avenue, Los Angeles, CA 90049.

In particular, the Green Hollow Square Project site and description, per its EIR, involved the demolition of two then-existing single-family dwellings at 642 and 644 Saltair Ave. and five commercial buildings of one-two stories, and to develop the 2.66 acres with 73,300 sq. ft. of mixed-use retail and residential space. At the time, the Project also offered 427 on-site parking spaces. The demolition portion also sought to demolish the historic and cultural monument known as the “Barry Building,” which is now, in the subject NOP, being presented as its own, allegedly independent Project as of 2019.

The Green Hollow Square Project met fierce community opposition particularly for its proposed demolition of the Barry Building at 11973 San Vicente Blvd., causing the Applicant to formally withdraw the larger project on October 13, 2013. (**Exh. 1** [Withdrawal Requests for 11973 and 11991 San Vicente Blvd.].)

Our review of LADBS permit applications, however, shows that the Applicant *continued* to pursue the processing of permits *after* the above-noted project withdrawals in 2013, and thereafter *reactivated* expired permits and acted on those at all the addresses *other than* the 11973 San Vicente Blvd. Those actions demonstrate that the current Project description in the NOP provides a narrow, piecemealed description of the intended project, in violation of CEQA, as detailed below.

II. NOP-SPECIFIC COMMENTS.

The combined/signed NOP of November 18, 2020¹ is inconsistent with CEQA, as it: (1) provides an incomplete project description in violation of CEQA’s prohibition

¹ On November 12, 2020, the City issued the first Project NOP and filed it with the State Clearinghouse SCH No. SCH 2020110210. (**Exh. 2** [NOP of November 12, 2020].) The description of the NOP scope as filed on November 12, 2020 was not limited to the demolition. However, as we have been informed by the City, on November 18, 2020, a new NOP was published on the State Clearinghouse website by the City and CEQA review company CAJA (on behalf of the Applicant) as SCH 2020110264, which purported to limit the scope of the NOP to only two “requested actions”: (1) impacts of the specific demolition, and (2) other permits that may be necessary. (**Exh. 3** [NOP of November 18, 2020].) To compound the confusion, the newer SCH 2020110264 bore the notation “Project Withdrawn,” and later added a December 2, 2020 Memorandum suggesting that the Project at SCH 2020110264 (the newer NOP) was withdrawn at the request of the lead agency, i.e., the City of Los Angeles, and to refer to the SCH 2020110210 (older NOP). (**Exh. 4** [Memo of December 2, 2020].) Through our phone

against piecemealing; (2) significantly narrows the evaluation of impacts and alternatives of the Project due to the improperly narrow project description; and (3) distorts the baseline environmental setting for the EIR resulting in understatement of impacts.

A. The Project Provides an Artificially Narrow View of the Anticipated Activity, in Violation of CEQA’s Piecemealing Prohibition and “Whole of the Action” Project Definition.

As our Supreme Court has held, the Environmental Impact Report (“EIR”) under CEQA:

“is an ‘environmental ‘alarm bell’ whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.’ [Citation.] The EIR is also intended ‘to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.’ [Citations.] Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees. [Citations.] The EIR process protects not only the environment but also informed self-government.” Laurel Heights Improvement Assn. v. Regents of University of California (1988) 47 Cal.3d 376, 392.

Critical to the environmental review process is the opportunity of the public and other public agencies to identify information they require to be included in the Draft EIR to enable informed public review and comment. This also means that it is the lead agency’s job to assure that negative and inconvenient information is not withheld from the public in the Draft EIR, so as to impair the public and expert agencies in their vital

calls to the City, however, we were able to clarify and confirm that the demolition permit application and Project were not withdrawn, and the NOP public comment process continues. However, **the confusion caused by the City and/or Applicant in this regard, including to other agencies that might have commented, necessitates the City promptly correcting this confusion, sending out clear notice, and starting the NOP comment period over.** Please confirm you will do so.

role to help shape a project and to hold the lead agency accountable in the process. All required information must be included at the Draft EIR stage, and not later in the process.

CEQA does not provide a definition for the “project.” The CEQA Guidelines consistently refer to it as an “activity” and caution against the narrow interpretation of it. Guidelines §§ 15002(d), 15060(c), 15064(b)(1). Guidelines § 15378 particularly states: “(a) “Project” means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” The Guidelines also provides several examples of “activities” constituting the project. Id. In sum, CEQA forbids piecemealing. California Clean Energy Committee v. City of Woodland (2014) 225 Cal.App.4th 173, 193–194

Apart from inconsistencies noted in footnote 1, supra, ample evidence exists showing that the current Project (i.e., demolition of the Barry Bldg.) is only a piecemealed component of the ultimate larger project. The presumption should be that the whole of the true project that must be disclosed, analyzed, and mitigated as part of the upcoming DEIR is a development project, like the Green Hollow Square project, which is not limited to demolition of the Barry Bldg. in alleged isolation, but rather, which seeks to include demolition of the Barry Bldg. We also note that the same environmental consultant, CAJA, and the same land use law firm involved with the Green Hollow Square project are the same as are involved now.

First, the Initial Study for the 2020 NOP EIR unequivocally states: “This Initial Study evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project.” (Initial Study, p. 4, **Exh. 5** [Initial Study].)

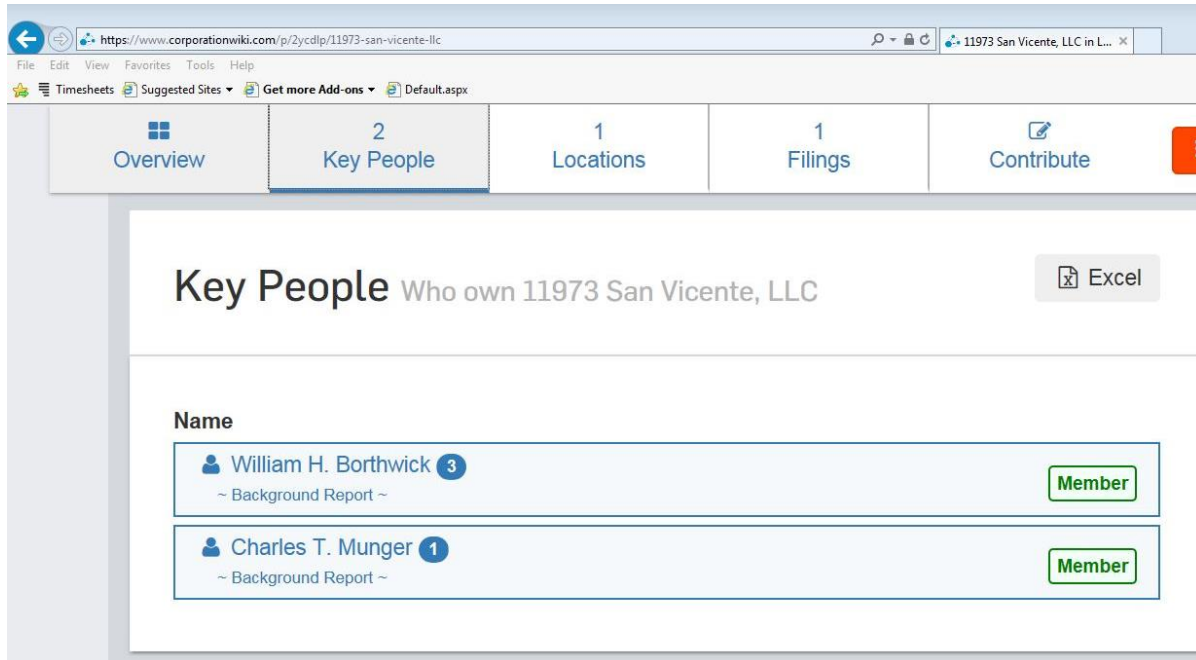
Second, both the Initial Study and the NOP state: “No future development of the Site is proposed and/or considered *as part* of the Project.” (Initial Study, Cover & NOP, *emph. added.*) The phrase “as part of the Project” deliberately leaves open the possibility that future development of the site is nonetheless being proposed and/or considered *as part of another* project. This interpretation is also supported by other evidence noted below.

Our review of corporate filings of the Applicant 11973 San Vicente LLC reveals that:

- 1) 11973 San Vicente LLC was formed on January 30, 2017 (State ID: 201704010474);

- 2) 11973 San Vicente LLC's only two members are William H. Borthwick and Charles T. Munger; and
- 3) William H. Borthwick and Charles T. Munger are also the only two members of the 11991 San Vicente LLC, formed on February 21, 2017 (State ID: 201706110616) – just 3 weeks after opening the 11973 San Vicente LLC.

The Screenshots below demonstrate the identical filings and ties between the LLCs:



The screenshot shows a web browser window with the URL <https://www.corporationwiki.com/p/2yef5/11991-san-vicente-llc>. The browser's address bar also shows a tab for "11991 San Vicente, LLC in L...". The page has a navigation menu with tabs for "Overview", "Key People" (which is selected and shows a count of 2), "Locations" (1), "Filings" (1), and "Contribute".

The main content area is titled "Key People Who own 11991 San Vicente, LLC" and includes an "Excel" button. Below the title, there is a section labeled "Name" containing two entries:

Name	Count	Status
William H. Borthwick	3	Member
~ Background Report ~		
Charles T. Munger	1	Member
~ Background Report ~		

https://www.corporationwiki.com/pr/2yef5/11991-san-vicente-llc

File Edit View Favorites Tools Help

Timesheets Suggested Sites Get more Add-ons Default.aspx

Overview 2 Key People 1 Locations 1 Filings Contribute

11991 San Vicente, LLC Overview

11991 San Vicente, LLC filed as a **Domestic** in the **State of California** on Tuesday, February 21, 2017 and is approximately three years old, as recorded in documents filed with **California Secretary of State**.

[Learn More](#) D&B Reports Available for 11991 San Vicente, LLC Sponsored

Network Visualizer

Ocean Channel Adventures Inc. → William H. Borthwick → 11991 San Vicente, LLC ← Charles T. Munger
Wm. Harold Borthwick, Inc. → William H. Borthwick → 11973 San Vicente, LLC ← Charles T. Munger

Both 11973 and 11991 San Vicente Blvd. sites were previously included in the 2009-2012 Green Hollow Square Project and its EIR,² also known as the Brentwood Town Green Project. For both sites, the Applicant previously filed a Project Withdrawal request on October 13, 2013. (**Exh. 1** [Project Withdrawal Request and City Communication re Same, as well as Brentwood Town Green NOP].)

² See 2009 EIR for Green Hollow Square Project at:
https://planning.lacity.org/eir/GreenHollowSq/feir/FEIR%20Sections/Final%20EIR_Green%20Hollow%20Square%20Project.pdf

Although such request is not required by law, we specifically request that City print out and incorporate all the materials hyperlinked in this comment letter.
Consolidated Irrigation Dist. v. Superior Court (2012) 205 Cal.App.4th 697, 723-725.

Further, review of the LADBS permits filed for 11973 and 11991 San Vicente Blvd. shows that the Applicant has not stopped pursuing demolition permits for 11991 San Vicente Blvd. *after* its announced project withdrawal on October 13, 2013, but instead *continued* plan check of the demolition permits in 2014 and *reactivated* the previously-issued but expired permits for demolition at 11991 San Vicente Blvd. in 2017. (**Exh. 6** [Reactivated Permits].)

Per the City's communication regarding the October 13, 2013 Project Withdrawals (**Exh. 1**), the 11991 San Vicente address was part of *another* case of general plan and zone amendment and specific plan permit compliance CPC-2009-1064-GPA-VZC-HD-SP-CUB-ZV-SPR, along with this Project site, as well as two single-family residential sites at 642 and 644 Saltair Ave. (**Exh. 1** and **Exh. 7** [CPC Case for 642-644 Saltair and 11991 San Vicente Blvd.].)

The LADBS website shows that the Applicant continued to pursue the demolition permits for the 642 and 644 sites as well after the claimed withdrawal of the prior project in 2013, and was in fact issued demolition permits for the two single family homes. The issued 2020 NOP shows that both 642 and 644 Saltair Ave. single family homes have now been demolished. (Compare screenshots from **Exh. 1** [Revised NOP for 2009 EIR, p. 6] with NOP 2020].)



Aerial image of the site, from p. 6 of the Aug. 4, 2009 NOP for ENV-2009-1065-EIR.



Aerial image of the site, from p. 3 of the Nov. 18, 2020 NOP for ENV-2019-6645-EIR.

The above account of events shows that the only hurdle the Applicant faces as to the implementation of its prior larger development project is the elimination/demolition of the Historic Cultural Monument (“HCM”) Barry Bldg., now falsely being presented in the Project’s NOP in 2020 as its own project.

There is no reasonable doubt that the Applicant’s prior project withdrawal in 2013 was a sham and the Applicant has since completed the demolition of all buildings, except for the Barry Building, in piecemeal fashion. There is no doubt that the Applicant’s actions accomplished an elaborate scheme to circumvent CEQA, and we request that the City investigate the matter thoroughly, as required by CEQA.

The Project’s accurate description is essential for CEQA. The misleading narrow description, as in this NOP, violates CEQA’s informational mandates.

B. The Timing of the Demolition Permit Ordinance Suggests That the Demolition Permit Ordinance May Be Part of This Project or Adopted to Facilitate this Project and Its Impact Must Be Studied in the Present Project's EIR either as a Component of This Project or as a Related Project.

The City Council's PLUM Committee recently approved a motion to have staff bring back a proposed ordinance regarding demolition permit procedures for the claimed purpose of eliminating nuisance conditions.

The Project site has been fenced since approximately 2017, after the Project Applicant evicted all tenants, claiming the building required retrofitting. (Exhs. 8 & 8 [LA Conservancy Article and Real Deal Article].) The Applicant itself has cynically caused a state of disuse on the site, apparently in an effort to justify demolition of the very conditions the Applicant induced.

The timing of the Demolition Permit Ordinance and the NOP in this case suggest the two may be related. The Demolition Permit Ordinance item presented to PLUM on December 8, 2020 attracted fierce opposition from the public, including and particularly for reasons of preservation of historic monuments. (Exh. 10 [Public Comments].)

Because the "whole" of the real project may actually include the proposed Demolition Permit Ordinance, we urge that the DEIR in this case include analysis of any proposed Demolition Permit Ordinance and its reasonably foreseeable environmental impacts, including the acceleration of the loss of historic and/or cultural monuments and other historic resources, as well as the loss of affordable housing.

Should the City find or choose to treat the Demolition Permit Ordinance as merely a timing coincidence with the Project here and not piecemealed from it, we urge that the City nonetheless consider the cumulative impact of the Demolition Permit Ordinance as a related project in the DEIR in this case.

C. The EIR Must Include a Preservation Alternative to Save the Barry Building – a Historic and Cultural Resource.

As evidenced above, the Project is not only the demolition of the Barry Bldg., but also the intended and/or anticipated development of the site. The subsequent development of the site is reasonably foreseeable. As such, the EIR must not only provide a complete and accurate project description to include the development of the site, at a minimum using the Green Hollow Square Project as an assumed starting point,

but also analyzing scenarios that might reasonably be expected under the City's current regulatory framework (e.g., TOC projects), and also provide feasible alternatives for the development of the site, including but not limited to the alternatives of preserving the HCM Barry Bldg.

“The purpose of an EIR is *not* to identify alleged alternatives that meet few if any of the project's objectives so that these alleged alternatives may be readily eliminated.” Watsonville Pilots Assn. v. City of Watsonville (2010) 183 Cal.App.4th 1059, 1089 (emphasis orig.) An EIR's failure to analyze a reduced development alternative is a violation of CEQA. Id. at 1090; see also Preservation Action Council v. City of San Jose (2006) 141 Cal.App.4th 1336, 1353-1358.

“CEQA was enacted to advance four related purposes to: (1) inform the government and public about a proposed activity's potential environmental impacts; (2) identify ways to reduce, or avoid, environmental damage; (3) prevent environmental damage by requiring project changes via *alternatives* or mitigation measures when *feasible*; and (4) disclose to the public the rationale for governmental approval of a project that may significantly impact the environment. (Citation omitted.)” California Building Industry Assn. v. Bay Area Air Quality Management Dist. (2015) 62 Cal.4th 369, 382 (emph. added); see also Guidelines § 15002.

The City must study all feasible alternatives and the EIR must identify a reasonable range of alternatives. Guidelines § 15126.6(c). See also San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino (1984) 155 Cal.App.3d 738, 751-752 (“Board must state *why* the alternative is infeasible.” (Emph. orig.)); Pub. Res. Code § 21002 (agency cannot approve a project if feasible alternatives are available).

Most importantly, the feasibility contemplated under CEQA – and for alternatives – is not determined by the profitability of the Project or economic ambitions of the Project Applicant, but is an objective inquiry into whether there are any legal restraints or whether the project will not be economically at a loss. See Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 599, 602-603; Center for Biological Diversity v. County of San Bernardino (2010) 185 Cal.App.4th 866, 883.

Therefore, the preservation alternatives in the EIR may not be based on financial feasibility and must include but, not be limited to:

- 1) Preserving the Barry Building and allowing development on the remaining site only, but in a manner that does not impair its historic significance;

- 2) Adaptive reuse of the Barry Building, whereby the Barry Building will retain its features and historic significance;

Given the current absence of any publicly-available *current* plans, we incorporate by reference the preservation Alternative 4 of the prior 2012 EIR on the site, as well as the Los Angeles Conservancy's and others' comments, in support of preservation alternatives. (**Exh. 11** [2012 EIR Alternative 4, Public Comments, LAC Comments; Comment by Historian].) We ask that the City thoroughly investigate and disclose what the ultimate Project is and explore the previously-proposed as well as other feasible alternatives. The EIR must fully explore all feasible alternatives, to comply with CEQA.

We urge that the 2020 EIR for the Project include various preservation alternatives and alternative sites, aimed to preserve the historic building and its historic significance at 11973 W. San Vicente Blvd., and address each alternative and their feasibility as listed in the 2012 EIR, and comment letters in **Exhibit 11**. We also urge that the EIR study the preferred and reduced alternatives, as required by CEQA and case law.

D. The EIR May Not Be Limited to the Demolition Impacts, But Must Include All Impacts Associated with Development of the Site.

The Project is manifestly not solely the demolition, but also the subsequent development of the site. Therefore, the NOP is improper as it focuses on the impacts of demolition alone, whereas it should instead account for all impacts of the reasonably foreseeable and yet piecemealed subsequent development at the site.

We urge that the 2020 NOP study all environmental impacts under CEQA, associated with *both* the demolition and development impacts, including but not limited to the grading of the site, construction, and operation, as well as individual and cumulative impacts of such ultimate project with all related projects.

E. The EIR Must Also Adopt the Prior 2009 Baseline Environmental Setting, In View of Piecemealing.

CEQA's first objective is to identify impacts. Citizens of Goleta Valley v. Board of Supervisors (1990) 52 Cal.3d 553, 563-564; Guidelines §§ 15002, 15003(a). Without an adequate baseline, "analysis of impacts, mitigation measures and project alternatives becomes impossible." County of Amador v. El Dorado County Water Agency (1999) 76 Cal.App.4th 931, 953. Baseline assumptions are environmental conditions existing at the time the notice of preparation is published. Guidelines § 15125(a)(1). CEQA allows a different baseline only for situations that fluctuate without the control of the developer.

There is evidence that the Project – despite its official withdrawal request in 2013 – was not withdrawn but instead proceeded in a piecemeal fashion, with all the buildings having been demolished, except for the Barry Building in this Project. Thus, the Applicant/Developer itself has been changing the baseline environmental setting of the Project site.

To allow the Applicant do so would enable the Applicant – and set a dangerous precedent for others – to circumvent CEQA’s meaningful analysis of impacts by piecemealing projects. In particular, as a result of this piecemealing, the Applicant has inflated the current baseline environmental setting (e.g., traffic, GHG or air quality) as compared with 2009 when the initial NOP for the project was issued, and thereby understates the Project’s current impacts to the community.

Such an approach was recently rejected in an EIR, with the agency being required to revert to the old baseline, considering that what was proposed later was essentially the same project as before:

“ARB’s use of the wrong baseline skewed the calculation performed in the first step. The resulting error was so large that ARB did not reach the second and third steps of the analysis. More specifically, NOx emissions from the combination of biodiesel and renewable diesel increased between 2009 and 2014. Use of 2014 as the baseline of NOx emissions included this increase and, thus, overstated the baseline figure. The inflated baseline had the effect of understating the increase in NOx emissions for 2016 and subsequent years. Consequently, ARB’s use of an inappropriate baseline as the point of comparison for the project’s NOx emissions requires reversal even if paragraph 3 were interpreted as (1) directing ARB to address only future (i.e., 2016 through 2021) NOx emissions and their **707 causes and (2) allowing it to skip over the potential impacts from 2009 through 2015. In sum, ARB’s analysis of NOx emissions was defective even if it is given the benefit of the ambiguity in paragraph 3’s use of the phrase “will have.” POET, LLC v. State Air Resources Bd. (2017) 12 Cal.App.5th 52, 83

The Project’s EIR now has to use the same environmental setting as in 2009, when the actual project’s NOP was issued. We incorporate by reference the environmental setting of the 2009 DEIR and urge the City to use it as the baseline for the upcoming EIR.

Los Angeles Department of City Planning
Bradley Furuya
December 18, 2020
Page 14

(https://www.dropbox.com/sh/3wtu81ekd65opny/AAAACc_u3dQbRD2mu0FPfzUoa?dl=0 [Entire 2012 DEIR] see fn. 2, ante.)

F. The Project and Its EIR Must Study All Actions Needed for Demolition and Subsequent Development.

Because the true Project is more than merely demolition and removal of debris, but involves subsequent grading and development of the site, the EIR should study actions needed to complete the subsequent development, including but not limited to those requested in the 2009 NOP, as listed below

“REQUESTED PERMITS/APPROVALS: General Plan Amendment from Low Density Residential to Neighborhood Commercial and Vesting Zone and Height District Changes from RS-1-0 to (V)(Q)C4-1 VL-0 (for the proposed alternative uses of the two existing residential lots on the northwest portion of the site); and from C4-1VL to (V)C4-1VL and from P-1VL-0 to (V)P-1 VL-0 (on the remainder of the project site); Conditional Use Permit; Project Permit Compliance Review; preliminary and Final Design Review by the San Vicente Design Review Board; Specific Plan Amendment; and demolition permit.” (Exh. 1 [2009 NOP].)

We also request that the grading amounts for haul route approval include the amount of grading that is associated with both the demolition and subsequent grading of the site for purposes of the development.

Very truly yours,

/s/ Robert P. Silverstein

ROBERT P. SILVERSTEIN

FOR

THE SILVERSTEIN LAW FIRM, APC

RPS:vl
Encls.

EXHIBIT 1

October 31, 2013

Via Email and Regular Mail: greg.shoop@lacity.org

Mr. Greg Shoop
DEPARTMENT OF CITY PLANNING
City of Los Angeles
Room 621, City Hall
200 N. Spring Street
Los Angeles, CA 90012

Subject: Withdrawal of CPC No. 2009-1064
Psomas Job No. 1MUN0201.00

Dear Greg:

The abovementioned case is commonly referred to as Green Hollow Square and is located at 11973 San Vicente Boulevard in Brentwood. As you know, our office represents the property owners and project applicants. The last official City action taken on this case was a public hearing held on May 14, 2012. I have been instructed by our clients to formally notify you of their request to withdraw their zoning entitlement application.

If you have any questions, please feel free to contact me.

Sincerely,

PSOMAS



Joel B. Miller
Vice President/Principal

JBM:htn

Cc: Tricia Keane, Councilman Mike Bonin's Office
Mr. Charles T. Munger
Mr. Hal Borthwick

555 South Flower Street
Suite 4300
Los Angeles, CA 90071

Tel 213.223.1400
Fax 213.223.1444
www.Psomas.com

DEPARTMENT OF
CITY PLANNING

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES:

MICHAEL J. LOGRANDE
DIRECTOR
(213) 978-1271

ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

December 17, 2013

Munger Community Property Revocable Trust
(O)/(A)
355 S. Grand Ave., 34th Floor
Los Angeles, CA 90071

Joel B. Miller (R)
555 S. Flower St. Suite 4300
Los Angeles, CA 90071

SUBJECT: WITHDRAWAL OF CASE NO. CPC-2009-1064-GPA-VZC-HD-SP-CUB-ZV-SPR LOCATED AT 642 S. SALT AIR AVENUE.

The Specific Plan Project Permit Compliance application for the properties located at 11961-11969, 11973, 11977, 11981, 11991 San Vicente Blvd., 642 and 644 Saltair Ave. for the development of a 73,300 square foot commercial center, at grade and subterranean parking facility, and one single-family dwelling was filed with the Department of City Planning on April 6, 2009.

The Department of City Planning received a letter dated October 31, 2013 from the applicant's representative, Joel Miller, requesting that the case be withdrawn. The Director of Planning has terminated all proceedings relative to Case No. CPC-2009-1064-GPA-VZC-HD-SP-CUB-ZV-SPR as requested and directs that the case be Received and Filed.

In the event that you wish to pursue this matter in the future, it will be necessary for you to file a new application and pay the required fees. The present termination, however, will not adversely prejudice consideration of your new application. Any portion of your filing fee, if available for refund, is subject to submittal, review and approval of a claim which is available online at the City Clerk's website: www.lacity.org/clk or at the Department of City Planning public counters.

If you have any questions regarding this matter, please contact Gregory Shoop at (213) 978-1243.

MICHAEL J. LOGRANDE
Director of Planning


Gregory Shoop
City Planner

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401
CITY PLANNING COMMISSION

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BARBARA ROMERO
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JAMES WILLIAMS
COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR
(213) 978-1271
VINCENT P. BERTONI, AICP
DEPUTY DIRECTOR
(213) 978-1272
JOHN M. DUGAN, AICP
DEPUTY DIRECTOR
(213) 978-1274
EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273
FAX: (213) 978-1275
INFORMATION
(213) 978-1270
www.planning.lacity.org

August 4, 2009
**REVISED AND RECIRCULATED
NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT**

EAF NO.: ENV-2009-1065-EIR

PROJECT NAME: Brentwood Town Green

PROJECT LOCATION/ADDRESS: The project site includes the following addresses: 11973-75, 11977, 11981, and 11991 San Vicente Boulevard; and 642 and 644 Saltair Avenue.

COMMUNITY PLANNING AREA: Brentwood-Pacific Palisades

COUNCIL DISTRICT: 11

DUE DATE FOR PUBLIC COMMENTS: September 4, 2009

The City of Los Angeles, Department of City Planning will be the Lead Agency and will require the preparation of an environmental impact report ("EIR") for the project identified herein. The Department of City Planning requests your comments as to the scope and content of the Draft EIR.

PURPOSE FOR RECIRCULATION: A Notice of Preparation (NOP) for this proposed project was previously issued for a 30-day review on June 16, 2009. The purpose of recirculating the NOP is to provide updated information about the proposed project including changes to the proposed zoning, an amendment to the San Vicente Scenic Corridor Specific Plan, a change in how the total floor area is calculated, and related site plan revisions. The "floor area" of the proposed project is calculated based on Los Angeles Municipal Code (LAMC) Section 12.03. The NOP circulated on June 16, 2009 did not include the floor area planned for open courtyard areas located under the proposed retractable skylights. The proposed project remains the same as that described in the original NOP and Initial Study, only the calculation of the floor area of the proposed project is being clarified. Similarly, the zone change request is now a Vesting Zone Change request, pursuant to LAMC Section 12.32(Q). In addition, a Specific Plan Amendment has been added to expand the boundary of the San Vicente Scenic Corridor Specific Plan to include the rear portions of the project site. The NOP is being recirculated to facilitate public disclosure and participation. This revised and recirculated NOP will be re-distributed to all the public agencies, individuals, and organizations that were sent the original NOP on June 16, 2009.

The clarified proposed project description, requested permits/approvals, and the potential environmental effects are set forth below. The environmental file is available for review at the Department of City Planning, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

PROJECT DESCRIPTION: The applicant proposes to develop a neighborhood-oriented commercial center that would include approximately 26,582 square feet of retail uses, 13,556 square feet of restaurant uses, and 9,185 square feet of open courtyard areas located under proposed retractable skylights, amounting to approximately 49,323 square feet of floor area of neighborhood oriented commercial uses. The building would contain two stories and would extend to approximately 34 feet in height. Retractable, light permeable skylights would be added over the open courtyard areas, bringing the total project height to 50 feet. The project site is bounded by San Vicente Boulevard to the south, Saltair Avenue and an existing commercial building to the west, single-family residences to the north, and a commercial building, shared driveway, and parking lot to the east. Figure 1 provides the regional location of the project and Figure 2 shows an aerial view of the project site.

The proposed project involves demolition of the existing buildings and structures, which include three commercial structures, one former school structure, and two single-family dwellings. One of the commercial structures, known as the “Barry Building” was designated as a Historic-Cultural Monument in 2007 (Monument No. LA-887).

The project design features groupings of multiple tenant spaces, ranging from approximately 400 to 6,000 square feet, which would be oriented around open courtyards. The Proposed Project would be built above a one-level subterranean parking garage that, together with at-grade parking, would provide a total of 351 on-site parking spaces. Parking will be accessible from two entry points on San Vicente Boulevard. The Proposed Project’s design would be consistent with the San Vicente Scenic Corridor Specific Plan and Design Guidelines. Figure 3 shows the floor plan for the project.

As an alternative to the proposed parking on the northwest portion of the site (the current location of the two existing residential lots on Saltair Avenue), the applicant may develop a combination of parking and one residential unit. Under this alternative, a total of 320 parking spaces would be provided on-site to serve the commercial uses (in addition to two parking spaces provided for the residential unit in its garage). Figure 4 illustrates the alternative scenario.

REQUESTED PERMITS/APPROVALS: General Plan Amendment from Low Density Residential to Neighborhood Commercial and Vesting Zone and Height District Changes from RS-1-O to (V)(Q)C4-1VL-O (for the proposed alternative uses of the two existing residential lots on the northwest portion of the site); and from C4-1VL to (V)C4-1VL and from P-1VL-O to (V)P-1VL-O (on the remainder of the project site) ; Conditional Use Permit; Project Permit Compliance Review; preliminary and Final Design Review by the San Vicente Design Review Board; Specific Plan Amendment; and demolition permit.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics; Air Quality; Cultural Resources; Geology & Soils; Land Use and Planning; Noise; and Transportation, Traffic and Parking.

The enclosed materials reflect the scope of the Project, which is located in an area of interest to you and/or the organization you represent. The Department of City Planning welcomes all comments regarding potential environmental impacts of the Project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **September 4, 2009**.

Please direct your responses to:

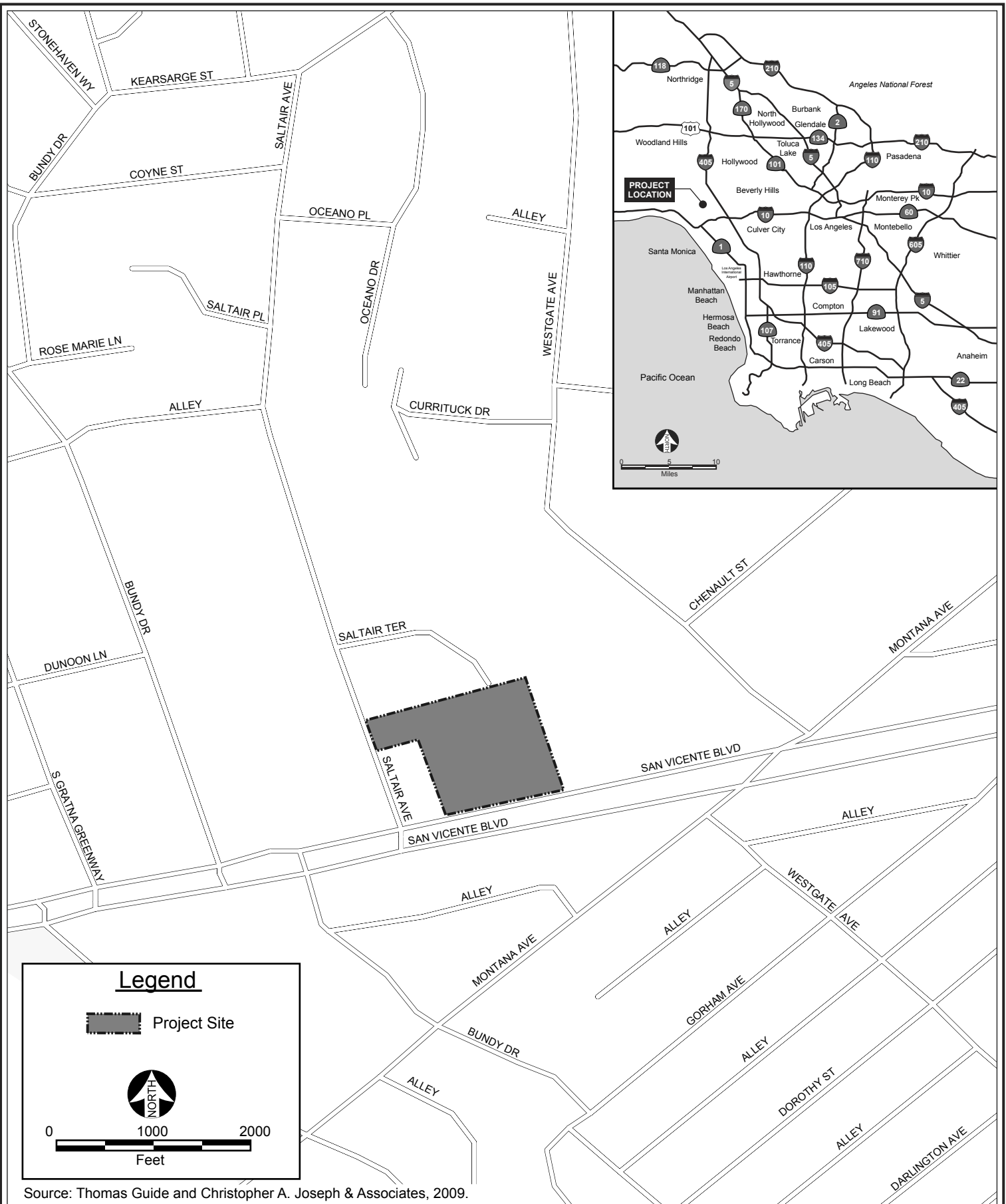
Diana Kitching, Environmental Review Coordinator
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012
(213)978-1351 (phone)
(213)978-1343 (fax)
diana.kitching@lacity.org (email)

S. Gail Goldberg, AICP
Director of Planning

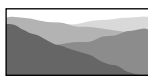


Diana Kitching
Environmental Review Coordinator

Enclosures

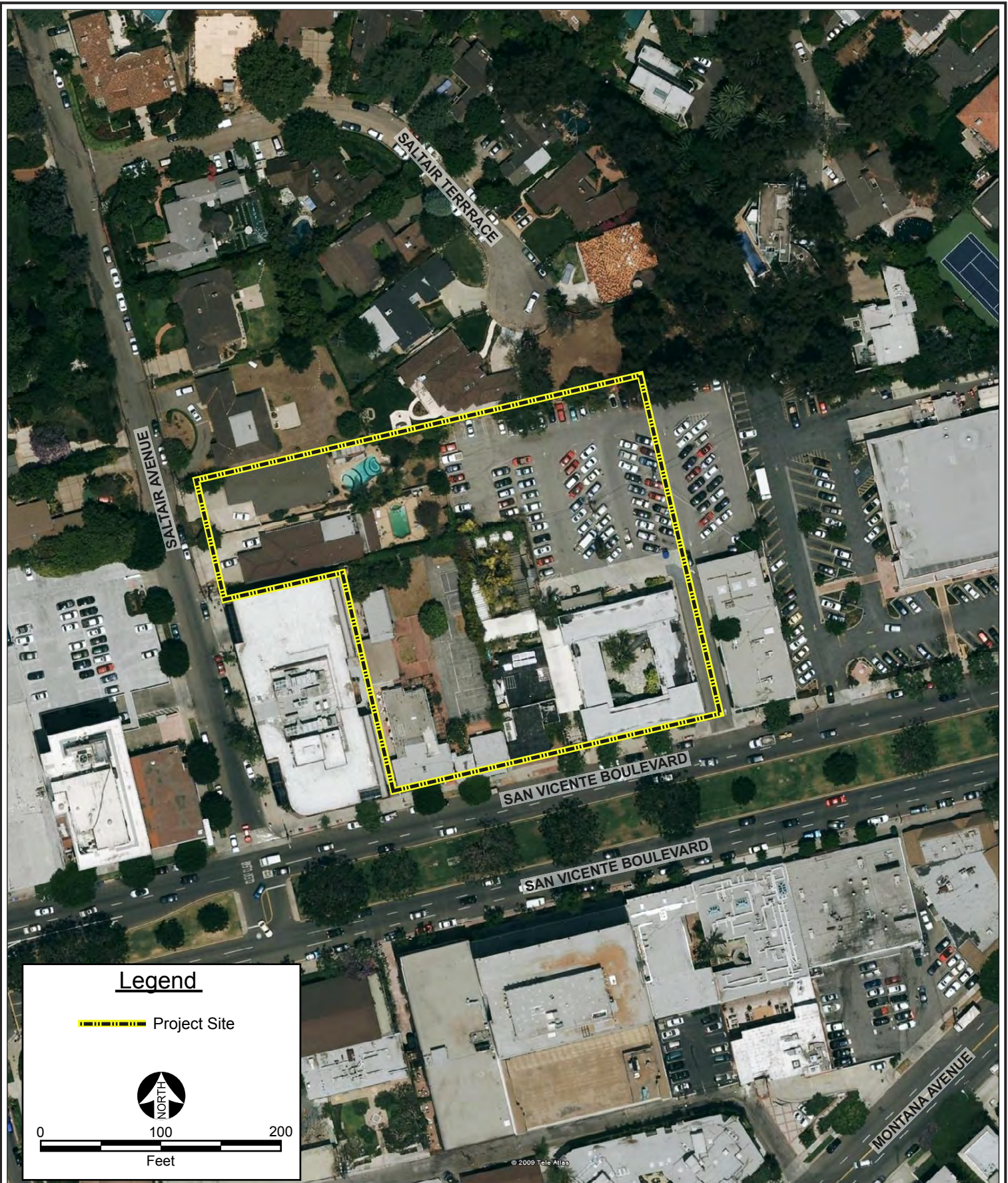


Source: Thomas Guide and Christopher A. Joseph & Associates, 2009.

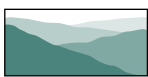


CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 1
Regional and Project Vicinity Map

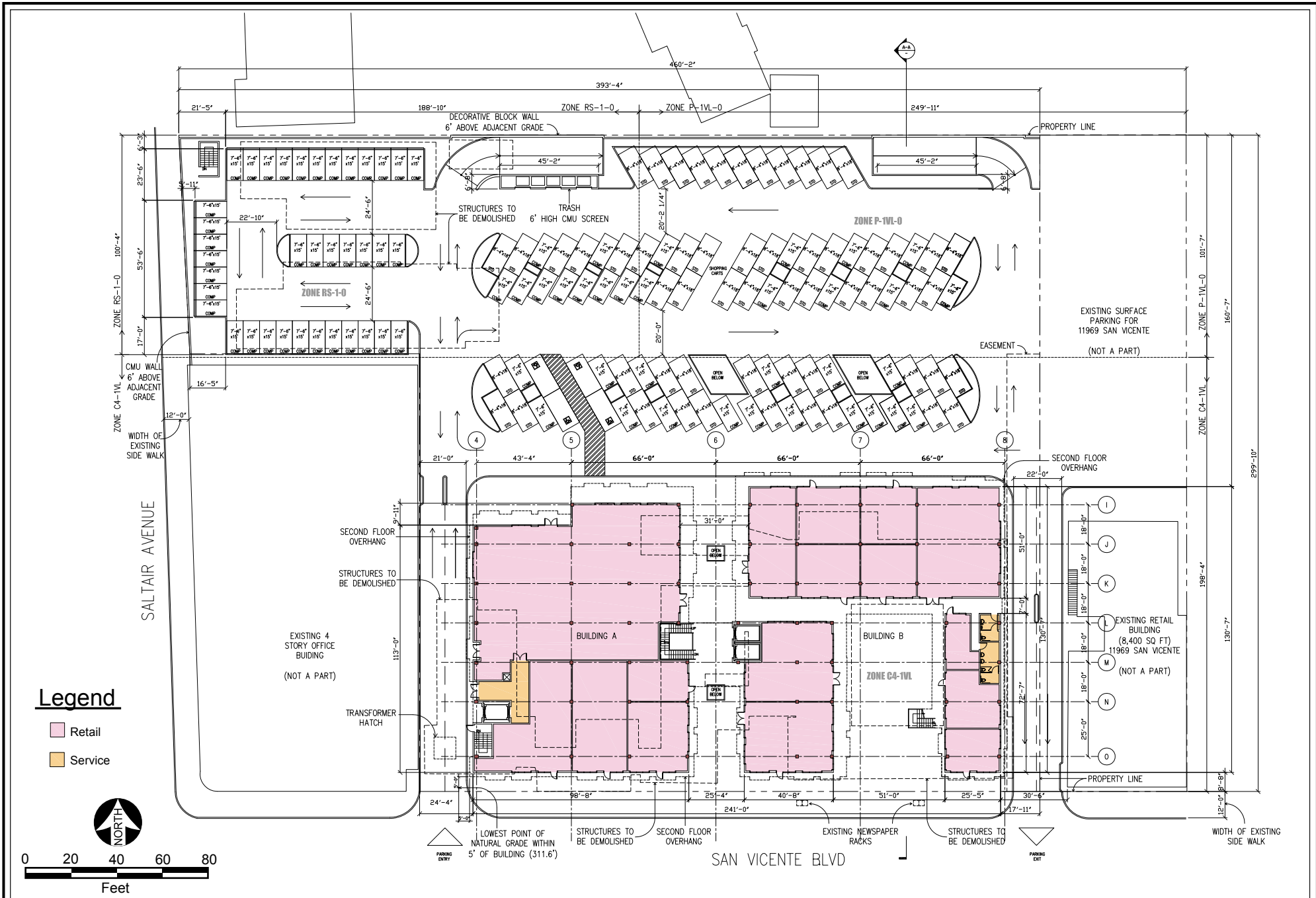


Source: Google Earth Pro and Christopher A. Joseph & Associates, 2009.



CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 2
Aerial Photograph

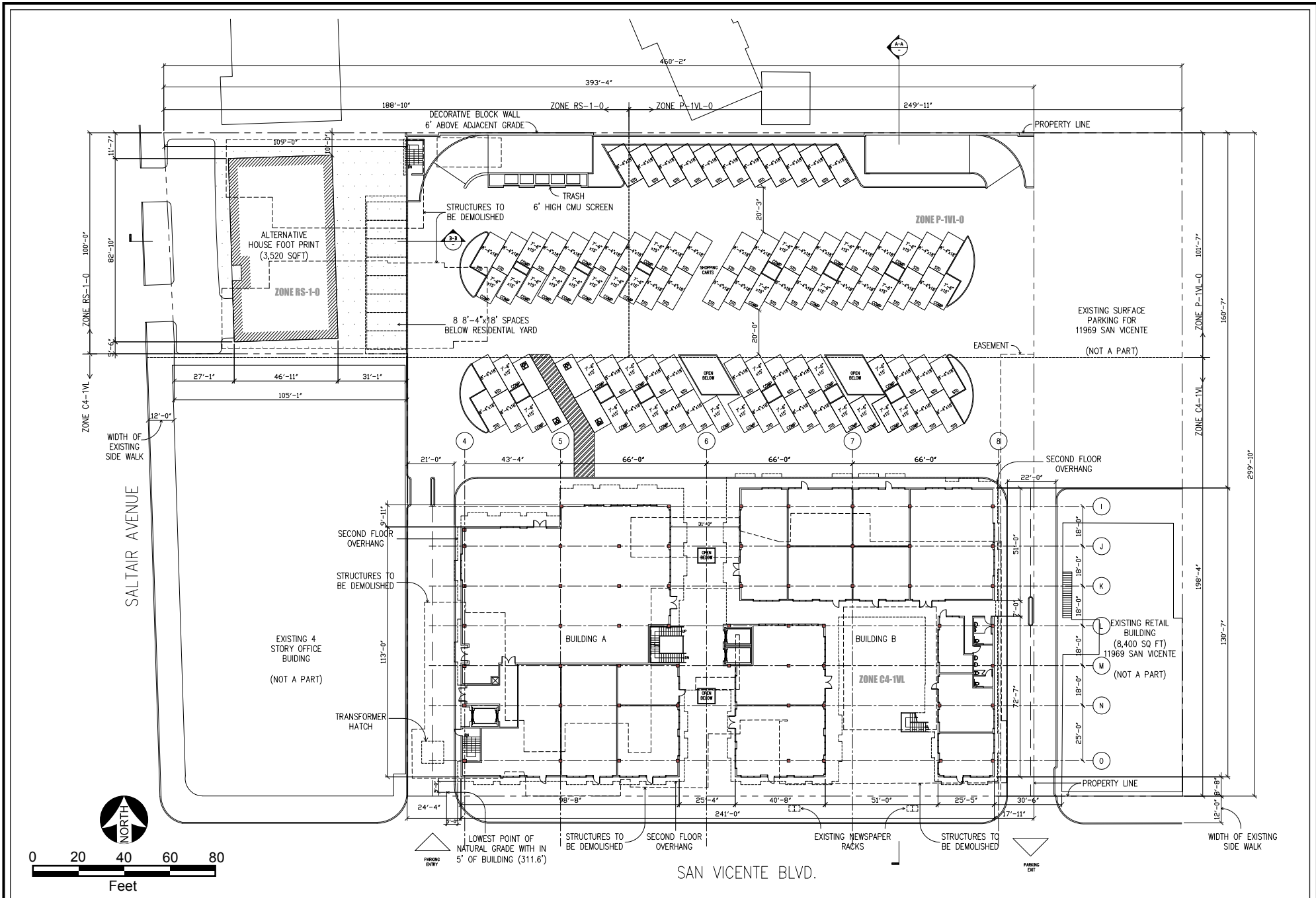


Legend

- Retail
- Service



Source: Gruen Associates and R.A. Keller Associates, 07/21/09.



Source: Gruen Associates and R.A. Keller Associates, 07/21/09.

EXHIBIT 2

11973 San Vicente Boulevard Project

Summary

SCH Number	2020110210
Lead Agency	Los Angeles, City of (<i>City of Los Angeles</i>)
Document Title	11973 San Vicente Boulevard Project
Document Type	NOP - Notice of Preparation
Received	11/12/2020
Project Applicant	11973 San Vicente, LLC
Present Land Use	Commercial office building and parking lot

Document Description The approximately 26,586 square foot (0.61-acre) Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The existing building is a City of Los Angeles Historic-Cultural Monument (HCM) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building, the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed, however the fourth on-site palm and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

Contact Information Bradley Furuya
City of Los Angeles
221 N. Figueroa St. Suite 1350
Los Angeles, CA 90012
Phone : (213) 847-3642
bradley.furuya@lacity.org

Location

Coordinates 34°3'11"N 118°28'19"W

Cities Los Angeles

Counties Los Angeles

Regions Citywide

Cross Streets San Vicente Boulevard and Saltair Avenue

Zip 90049

Total Acres 0.61

Parcel # 4404-025-008

State Highways	I-405 and I-10
Railways	Metro E (Expo) Line (light rail)
Airports	None
Schools	Multiple
Waterways	None
Township	1S
Range	15W
Section	29
Base	San Bern

Notice of Completion

Review Period Start	11/18/2020
Review Period End	12/21/2020
Development Type	Other (Demolition of an existing building, no new development proposed)
Local Action	Other Action Demolition permit
Project Issues	Aesthetic/Visual Archaeologic-Historic Biological Resources Drainage/Absorption Geologic/Seismic Population/Housing Balance Public Services Recreation/Parks Schools/Universities Sewer Capacity Soil Erosion/Compaction/Grading Solid Waste Toxic/Hazardous Traffic/Circulation Water Quality Water Supply
Reviewing Agencies	California Air Resources Board California Department of Fish and Wildlife, South Coast Region 5 California Department of Parks and Recreation California Department of Water Resources California Highway Patrol California Natural Resources Agency California Public Utilities Commission California Regional Water Quality Control Board, Los Angeles Region 4 Department of Toxic Substances Control Office of Historic Preservation Santa Monica Bay Restoration California Department of Transportation, District 7 California Native American Heritage Commission

Attachments

Environmental Document	Initial Study PDF 20514 K	Initial Study Appendices PDF 12134 K
	NOP Sigend Combined PDF 4037 K	
NOC	Barry Building SCH NOC PDF 426 K	
State Comments	2020110210_Caltrans Comment PDF 199 K	2020110210_NAHC Comment PDF 261 K

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EXHIBIT 3

Project Withdrawn 11973 San Vicente Boulevard Project

Summary

SCH Number 2020110264

Lead Agency Los Angeles, City of (*City of Los Angeles*)

Document Title *Project Withdrawn* 11973 San Vicente Boulevard Project

Document Type NOP - Notice of Preparation

Received 11/17/2020

Project Applicant 11973 San Vicente, LLC

Present Land Use The Project consists solely of the demolition of the existing 13,956 square foot building, which is a City of Los Angeles Historic-Cultural Monument (the Barry Building) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building and no future development is proposed or considered as part of the Project.

Document Description *Project Withdrawn* - Please refer to <https://ceqanet.opr.ca.gov/2020110210/2>

REQUESTED ACTIONS:

1. Pursuant to LA Building Code Section 91.106.4.5 review by the City of Los Angeles Department of Building and Safety to determine whether the demolition, alteration, or removal may result in the loss of or serious damage to a significant historical or cultural assets and pursuant to LAMC Section 22.171.14 and 22.171.15, review by the Cultural Heritage Commission for objection or non-objection to issuance of the demolition permit.
2. Other permits and approvals that may be deemed necessary, including, but not limited to, temporary street closure permits, sign permits, and demolition permits.

Contact Information Bradley Furuya
 City of Los Angeles, Department of City Planning
 221 N. Figueroa Street, Room 1350
 Los Angeles, CA 90012
 Phone : (213) 847-3642
 Bradley.Furuya@lacity.org

Location

Coordinates 34°3'11"N 118°28'19"W

Cities Los Angeles

Counties Los Angeles

Regions Southern California

Cross Streets San Vicente Blvd and Saltair Avenue
Zip 90049
Total Acres 0.61
Parcel # 4404-025-008
State Highways I-405 and I-10
Railways Metro E (Expo) Line (light rail)
Airports None
Schools Multiple
Waterways None
Township 1S
Range 15W
Section 29
Other Location Info Nearest Community - Brentwood-Pacific Palisades

Notice of Completion

Local Action Other Action Demolition of an existing building, no new development proposed

Project Issues Aesthetic/Visual Archaeologic-Historic Biological Resources Drainage/Absorption Geologic/Seismic
Population/Housing Balance Public Services Recreation/Parks Schools/Universities Sewer Capacity
Soil Erosion/Compaction/Grading Solid Waste Toxic/Hazardous Traffic/Circulation Water Quality Water Supply

Reviewing Agencies California Air Resources Board California Department of Conservation
California Department of Fish and Wildlife, South Coast Region 5 California Department of Forestry and Fire Protection
California Department of Parks and Recreation California Department of Transportation, District 7
California Department of Water Resources California Highway Patrol
California Native American Heritage Commission California Natural Resources Agency
California Public Utilities Commission California Regional Water Quality Control Board, Los Angeles Region 4
Department of Toxic Substances Control Office of Historic Preservation

Attachments

Environmental Document _Memo PDF 567 K 11973 San Vicente Initial Study 11_18_20 PDF 20162 K
11973 San Vicente NOP PDF 4037 K

NOC NOC 11097 San Vicente PDF 239 K

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EXHIBIT 4



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

Memorandum

Date: December 2, 2020
To: All Reviewing Agencies
From: Scott Morgan, Director
Re: SCH # 2020110264
11973 San Vicente Boulevard Project

Pursuant to the attachment, the Lead Agency has requested to withdraw the above-referenced project from review. Please disregard the document you received on **November 11, 2020** and refer to the project **SCH# 2020110210**.

EXHIBIT 5



11973 San Vicente Boulevard Project

Case Number: ENV-2019-6645-EIR

Project Location: 11973-11975 San Vicente Boulevard, Los Angeles, California, 90049

Community Plan Area: Brentwood-Pacific Palisades

Council District: 11—Bonin

Project Description: The approximately 26,586 square foot (0.61-acre) Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The existing building is a City of Los Angeles Historic-Cultural Monument (HCM) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building, the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed, however the fourth on-site palm and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

PREPARED FOR:

The City of Los Angeles
Department of City Planning

PREPARED BY:

CAJA Environmental Services, LLC

APPLICANT:

11973 San Vicente, LLC

November 2020

TABLE OF CONTENTS

	<u>Page</u>
Introduction	4
Executive Summary	7
Project Description	11
3.1 Project Summary	11
3.2 Environmental Setting	11
3.3 Description of Project	22
3.4 Requested Permits and Approvals	23
3.5 Responsible Public Agencies	23
Evaluation of Environmental Impacts	24
I. Aesthetics	24
II. Agriculture and Forestry Resources	31
III. Air Quality	34
IV. Biological Resources	37
V. Cultural Resources	41
VI. Energy	44
V. Geology and Soils	52
VI. Greenhouse Gas Emissions	59
VII. Hazards and Hazardous Materials	60
VIII. Hydrology and Water Quality	65
IX. Land Use and Planning	70
X. Mineral Resources	71
XI. Noise	73
XII. Population and Housing	75
XIII. Public Services	77
XIV. Recreation	84
XV. Transportation	86
XVI. Tribal Cultural Resources	90
XVII. Utilities and Service Systems	92
XVIII. Wildfire	97
XVIII. Mandatory Findings of Significance	99

List of Figures

3-1 Regional Location Map 14
3-2 Aerial Photograph 15
3-3 Area of Demolition..... 16
3-4 Views of the Project Site 1 17
3-5 Views of the Project Site 2 18
3-6 Views of the Project Site 3 19
3-7 Views of the Project Site 4 20
3-8 Views of the Project Site 5 21

List of Tables

3-1 Estimated Demolition Schedule 22
3-2 Estimated Workers On-Site..... 23
4.I-1 Project Consistency with Applicable Policies of the General Plan
Framework Element..... 27
4.I-2 Project Consistency with Applicable Policies of the Brentwood -
Pacific Palisades Community Plan..... 27
4.I-3 Project Consistency with Applicable Provisions of the San Vicente
Scenic Corridor Specific Plan..... 27
4.I-4 Project Consistency with Applicable Design Guidelines of the San Vicente
Scenic Corridor Specific Plan..... 29
4.I-5 Project Consistency with Applicable Provisions of the Citywide
Design Guidelines 29

APPENDICES

- Appendix A:** Tree Report
- Appendix B:** Archaeology Response Letter
- Appendix C-1:** Geologic Hazard Evaluation
- Appendix C-2:** Paleontology Response Letter
- Appendix D:** Sacred Lands File Search

1 INTRODUCTION

An application for the proposed 11973 San Vicente Boulevard Project (Project) has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles (City), as lead agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA), and that the preparation of an Initial Study is required.

This Initial Study evaluates the potential environmental effects that could result from the construction, implementation, and operation of the proposed Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in this document. Based on the analysis provided within this Initial Study, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report (EIR) is required. This Initial Study (and the forthcoming EIR) are intended as informational documents, which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 with several basic purposes, including: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An Initial Study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the lead agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration

is appropriate. If the Initial Study concludes that neither a Negative Declaration nor Mitigated Negative Declaration is appropriate, an EIR is normally required.¹

1.2 ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including Project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (<http://resources.ca.gov/ceqa>).

Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study determined that the proposed Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation (NOP) is prepared to notify public agencies and the general public that the lead agency is starting the preparation of an EIR for the proposed Project. The NOP and Initial

¹ State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the lead agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the lead agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration.

Study are circulated for a 30-day review and comment period. During this review period, the lead agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the lead agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to comments on environmental issues received during the comment period are prepared.

Final EIR

The Lead Agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process, and may certify the Final EIR and approve the project. In addition, when approving a project for which an EIR has been prepared, the Lead Agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	11973 San Vicente Boulevard Project
ENVIRONMENTAL CASE NO.	ENV-2019-6645-EIR
RELATED CASES	None

PROJECT LOCATION	11973-11975 San Vicente Boulevard, Los Angeles, CA 90049
COMMUNITY PLAN AREA	Brentwood-Pacific Palisades
GENERAL PLAN DESIGNATION	Neighborhood Office Commercial
ZONING	C4-1VL
COUNCIL DISTRICT	11-Bonin

LEAD AGENCY	City of Los Angeles
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Bradley Furuya
ADDRESS	221 N. Figueroa Street, Suite 1350, Los Angeles, CA 90012
PHONE NUMBER	Bradley Furuya (213) 847-3642
EMAIL	bradley.furuya@lacity.org

APPLICANT	11973 San Vicente, LLC
ADDRESS	300 S. Grand Avenue, 37 th Floor, Los Angeles, CA 90071
PHONE NUMBER	(213) 620-0460

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|-----------------------------------------------------------|--------------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Bradley Furuya

PRINTED NAME

City Planning Associate

TITLE

Bradley Furuya

SIGNATURE

11/18/2020

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The approximately 26,586 square foot (0.61-acre) Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The existing building is a City of Los Angeles Historic-Cultural Monument that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building, and the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed, however the fourth on-site palm and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

3.2 ENVIRONMENTAL SETTING

3.2.1 *Project Location*

The Project Site is located in the Brentwood-Pacific Palisades Community Plan area of the City of Los Angeles, approximately one mile west of Interstate 405 and approximately two miles north of Interstate 10. The Project Site is located at 11973-11975 San Vicente Boulevard (Assessor Parcel No. 4404-025-008), on the north side of San Vicente Boulevard between Montana Avenue and Saltair Avenue. Figures 3-1 and 3-2 provide a regional location map and an aerial map of the Project Site, respectively. Figure 3-3 shows the boundaries of the proposed demolition.

3.2.2 *Existing Conditions*

The Project Site is comprised of a single 26,586 square foot (0.61-acre) parcel, Assessor Parcel Number (APN) 4404-025-008. The Site is developed with a two-story, approximately 23.5-foot tall, approximately 13,956 square foot commercial office building and a surface parking located immediately north of the building. A 20-foot wide driveway is located on the eastern portion of the Site and provides ingress/egress vehicular access to the Site. The majority of the Site is devoid of landscaping. Three on-site palms that meet the City's minimum size threshold for regulation as non-protected trees (i.e. trees with a trunk diameter at breast height (dbh) greater than eight inches or palms with a height of 15 feet or greater) would be removed as part of the demolition activities, however the fourth on-site palm (within the surface parking lot) and two street trees located along San Vicente Boulevard would remain. None of these trees are protected trees under the City's Protected Tree Ordinance.

3.2.3 *Site Background*

The existing building, known as the Barry Building, was designed by Milton Caughey and was built in 1951. In 2007, the City of Los Angeles Cultural Heritage Commission designated the

building as an Historic-Cultural Monument (HCM) (HCM No. LA-887) and determined that the site is significant because it reflects, “the broad cultural, political, economic, or social history of the nation, state, or community” and the building “embodies the distinguishing characteristics of an architectural type specimen, inheritably valuable for a study of a period, style, or method of construction.”² The building is comprised of office and retail space arranged around a central courtyard. The courtyard on the ground floor separates the building into four wings – north, south, east, and west. The north and south wings are raised from the east and west wings, creating a varying floorplan and roof. The second story of the building’s south wing (which fronts San Vicente Boulevard) is supported by slender steel pipe columns, creating an open ground floor along San Vicente Boulevard and the courtyard. Raised planters are located throughout the courtyard and two curvilinear staircases provide access to the second story. The building has been vacant and fenced since 2017. Figures 3-4 through 3-8 provide views of the building facades, central courtyard, and surface parking lot.

3.2.4 General Plan and Zoning

As stated above, the Project Site is located in Brentwood-Pacific Palisades Community Plan area one of the City’s 35 community plans that collectively comprise the Land Use Element of the Los Angeles General Plan (General Plan). The Project Site has a General Plan land use designation of Neighborhood Office Commercial and is zoned C4-1VL (Commercial Zone, Height District 1VL). The Commercial Zone permits a range of commercial uses including retail and office uses. Within Height District 1VL, the C4 zone allows for a building height maximum of up to 45 feet and establishes a floor area ratio (FAR) of 1.5:1.

The Project Site is located within the boundaries of the San Vicente Scenic Corridor Specific Plan, which establishes streetscape, and urban design criteria to protect the pedestrian-scale and community-oriented commercial nature along San Vicente Boulevard. The Site also falls within the West Los Angeles Transportation Improvement and Mitigation (TIMP) Specific Plan. Although the Project would be exempt from the requirements of the TIMP as the Project consists solely of the demolition of the existing building and no future development of the Site is proposed and/or considered as part of the Project.

3.2.5 Surrounding Land Uses

Land uses in the vicinity of the Project Site include various commercial, residential, and retail properties. A broad range of commercial and community-serving uses, including restaurants and stores, occupy one- to nine-story buildings to the west and east of the Site along the southern and northern frontages of San Vicente Boulevard. Single-family residences are located north of the Site and multi-family residences are located south of the Site, beyond San Vicente Boulevard. Brentwood Country Club is located approximately one-quarter mile southwest of the Project Site.

² Historic Places LA “Barry Building Resources Report.”

The Project Site is bordered on the west by an undeveloped parcel; on the east by a two-story commercial building; and to the north, beyond the surface parking lot, by vacant land and a single-family residence. The southern boundary of the Site fronts San Vicente Boulevard. As defined by the City's Mobility Plan 2035, this portion of San Vicente Boulevard is classified as an Avenue II roadway, which generally has right-of-way widths of 86 feet and roadway widths of 56 feet. San Vicente Boulevard is designated as a City Scenic Boulevard and the existing right-of-way between Saltair Avenue and Westgate Avenue varies from 130 feet to 134 feet. Mature coral trees are planted on the median that separates eastbound and westbound vehicle traffic. The coral trees are a designated City of Los Angeles HCM Monument (HCM No. 148).



Legend

 Project Site

Source: Google Maps 2020.

Figure 3-1
Regional Location Map



Legend




Project Site

Source: Google Maps 2020.

Figure 3-2
Aerial Photograph



Legend

 Area of Demolition

Source: Google Maps 2020.

Figure 3-3
Area of Demolition



Barry Building, exterior, view of south and east façades looking northwest.



Barry Building, south façade, view looking northwest.

Figure 3-4
Views of the Project Site 1



Barry Building, view looking northwest from street into courtyard.



Barry Building, view looking northwest of courtyard entrance.

Figure 3-5
Views of the Project Site 2



Barry Building, courtyard, view looking southwest.



Barry Building, courtyard, view looking northeast.

Figure 3-6
Views of the Project Site 3



Barry Building, east façade, view looking southwest.



Barry Building, north façade, view looking southwest.



Barry Building, west façade, view looking southeast.



Barry Building, north and east façades, view looking southwest.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The approximately 26,586 square foot (0.61-acre) Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The building is a City of Los Angeles HCM that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building, and the surface parking lot would not be demolished as part of the Project. As part of the Project, three on-site palm trees would be removed, however the fourth on-site palm in the surface parking lot and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project.

Demolition and staging areas would take place entirely within the Project Site. The Project would not demolish the existing on-site surface parking lot, and no demolition work is proposed within the public right-of-way. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site. Figure 3-3 shows the area of proposed demolition.

3.3.2 Demolition Schedule

The anticipated demolition schedule is approximately seven weeks, as shown in Table 3-1.

Table 3-1
Estimated Demolition Schedule

Phase	Duration
Asbestos Abatement	2 weeks (10 days)
Building Demolition	3 weeks (16 days)
Utilities Removal ^a	2 weeks (10 days)
^a While the Project includes the removal of existing utilities, an electricity pole would remain to provide power for sprinklers to water the landscape buffer that will timely be installed along the Project Site frontage. Water would be provided for these sprinklers from an existing connection in San Vicente Boulevard.	

3.3.3 Anticipated Construction Workers

Table 3-2 provides an estimate of the number of workers estimated to be needed for the demolition of the existing building. As shown, a maximum of 10 workers would be on-site at one time. There would be no overlap between the referenced phases of construction.

**Table 3-2
Estimated Workers on Site**

Phase	Duration
Asbestos Abatement	10 workers
Building Demolition	8 workers
Utilities Removal	5 workers

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the Project. The EIR will analyze impacts associated with the Project and will provide environmental review sufficient for all public agency actions associated with the Project. The discretionary approval required to implement the Project is:

- Pursuant to LA Building Code Section 91.106.4.5, review by the City of Los Angeles Department of Building and Safety to determine whether the demolition, alteration, or removal may result in the loss of or serious damage to a significant historical or cultural assets and pursuant to LAMC Section 22.171.14 and 22.171.15, review by the Cultural Heritage Commission for objection or non-objection to issuance of the demolition permit; and
- Other permits and approvals that may be deemed necessary, including, but not limited to, demolition permits.

3.5 RESPONSIBLE PUBLIC AGENCIES

A Responsible Agency under CEQA is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated the lead agency (State CEQA Guidelines Section 15381). No responsible agencies have been identified for the Project.

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	----------------------------------------------------	------------------------------	-----------

Except as provided in Public Resources Code Section 21099 would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is a public view of a valued visual resource. Scenic vistas generally include public views that provide visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance, and focal views that focus on a particular object, scene, or feature of interest. As described in the 2006 LA CEQA Thresholds Guide, panoramic views or vistas provide visual access to a large geographic area, for which the field of view can be wide and extend into the distance. Panoramic views are usually associated with vantage points looking out over a section of urban or natural area, which provide a geographical orientation not commonly available. Examples of panoramic views might include an urban skyline, valley, mountain range, the ocean, or other water bodies.

The Project Site is located in an urbanized portion of the City and is topographically relatively flat. Surrounding uses vary in height from one- and two-story single-family residences to the north, to multi-story commercial buildings to the south, west, and east. No scenic vistas or viewpoints are visible from the Project Site. While the Project Site is located within the boundaries of the San Vicente Scenic Corridor Specific Plan, the plan area is not considered a scenic vista. The San Vicente Scenic Corridor Specific Plan establishes streetscape, and urban design criteria to protect the pedestrian-scale and community-oriented commercial nature along San Vicente Boulevard.

The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The building is a designated City of Los Angeles HCM (HCM No. 887) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. As part of the Project, three on-site palms would be removed, however the fourth on-site palm (located in the surface parking lot) and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project.

The Project, demolition of the building, would not increase building height on the Project Site. Panoramic views that include the Project Site are available from a variety of vantage points in the Santa Monica Mountains to the north. As is the case under existing conditions, future views with implementation of the Project would continue to depict the highly urbanized area stretching from this part of the City and beyond. The Project Site would remain difficult to discern within the greater fabric of the urban environment. In terms of long-range views, the Project Site would not interfere with current views of the Pacific Ocean and the distant horizon line that are available from the public right-of-way within the Santa Monica Mountains. Thus, the Project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The Project Site is not located within a state scenic highway.³ The nearest state designated scenic highway is Topanga Canyon State Scenic Highway, located approximately six miles northwest of the Site. Additionally, there are no on-site protected trees and/or rock outcroppings.

The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The building is a designated City of Los Angeles HCM (HCM No. 887) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the

³ California Department of Transportation, List of Eligible and Officially Designated State Scenic Highways, https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx, accessed February 19, 2020.

surface parking lot would not be demolished as part of the Project. As part of the Project, three on-site palms would be removed, however the fourth on-site palm (located in the surface parking lot) and two street trees located along San Vicente Boulevard would remain.⁴ No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings located within a state scenic highway and impacts would be less than significant.

For a discussion of the potential historic impacts associated with the demolition of the existing building, please see the Cultural Resources subsection, below.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The Project Site is located within an urbanized area, thus the following analysis will focus on whether the Project will conflict with any applicable zoning and/or other regulations governing scenic quality. These regulations include applicable policies from the General Plan Framework Element Urban Form and Neighborhood Design Chapter, Brentwood-Pacific Palisades Community Plan, San Vicente Scenic Corridor Specific Plan, Los Angeles Citywide Design Guidelines, West Los Angeles Transportation Improvement Plan, LAMC zoning regulations (including building heights and setbacks), and LAMC tree replacement requirements, and lighting and signage requirements.

The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The building is a designated City of Los Angeles HCM (HCM No. 887) that has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed, however the fourth on-site palm (located in the surface parking lot) and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project.

Tables 4.I-1 through 4.I-5 demonstrate the Project's consistency with applicable policies governing scenic quality.

⁴ In addition to the four on-site palms, two smaller palms (a windmill palm and a Mediterranean fan palm) and a golden trumpet tree are located in on-site planters along the south frontage of the building. These trees do not meet the City's minimum size thresholds for regulation as non-protected trees.

**Table 4.I-1
Project Consistency with Applicable Policies
of the General Plan Framework Element**

Policy	Project Consistency
Urban Form and Neighborhood Design Chapter	
5.5.1: Plant and/or facilitate the planting of street trees, which provide shade and give scale to residential and commercial streets and all neighborhoods in the City.	Consistent. While the Project would not result in the planting of new street trees, the two existing street trees located adjacent to the Site along San Vicente Boulevard would remain after demolition of the existing building.
Source: City of Los Angeles General Plan, Framework Element.	

**Table 4.I-2
Project Consistency with Applicable Policies
of the Brentwood-Pacific Palisades Community Plan**

Policy	Project Consistency
2-4.4: Landscape corridors should be created and enhanced and maintained through the planting of street trees.	Consistent. While the Project would not result in the planting of new street trees, the two existing street trees located adjacent to the Site along San Vicente Boulevard would remain after demolition of the existing building.
Source: City of Los Angeles, Brentwood-Pacific Palisades Community Plan.	

**Table 4.I-3
Project Consistency with Applicable Provisions
of the San Vicente Scenic Corridor Specific Plan**

Provision	Project Consistency
<p>7.G.: The following standards shall apply to the landscaped buffer required in Sections 7E and 7F:</p> <ol style="list-style-type: none"> 1. Shrub plant materials shall be no smaller than five-gallon container size at the time of planting. 2. Shrub plant materials shall be species which grow to a height and diameter of approximately three feet at maturity, and shall be maintained at that height and depth. 3. At a point approximately every 20 lineal feet within the landscape buffer, one specimen tree shall be planted. 4. At least one tree shall be required for every six parking spaces, and they 	<p>Consistent. As the Project consists solely of the demolition of the Barry Building, and does not propose any new construction, the Project applicant will timely install a landscape buffer consistent with the requirements of Section 7.G. of the Specific Plan. Specifically, the Project would comply with the following subsections: 7.G.1, 7.G.2, 7.G.3, 7.G.5, 7.G.8, and 7.G.9. The other subsections (7.G.4, 7.G.6, and 7.G.7) do not apply to the Project (these subsections apply to open surface parking lots and gasoline service stations, per Section 7.F.). As discussed in subsequent sections, an existing onsite power pole will provide electricity to power sprinklers that will provide irrigation for the landscape buffer.</p>

**Table 4.1-3
Project Consistency with Applicable Provisions
of the San Vicente Scenic Corridor Specific Plan**

Provision	Project Consistency
<p>shall be evenly dispersed throughout the parking lot area.</p> <p>5. The required trees shall be no smaller than 15-gallon container size at the time of planting.</p> <p>6. Ground cover shall be planted to insure full coverage within six months.</p> <p>7. A decorative wall no higher than three feet may be constructed behind the landscape buffer, abutting a parking lot. Landscaping on either side of the wall shall count in the total landscaping area which is required.</p> <p>8. No artificial plant materials shall be permitted.</p> <p>9. The landscape plan shall identify the placement, species, height, and a sprinkler system for all plant materials within the landscaped buffer areas.</p>	
<p>7.H.: Vacant lots. Where a building or structure has been demolished and plans for new construction have not been submitted to the Department of Building and Safety within six months of the completion of demolition, a landscape buffer shall be installed pursuant to Section 7G.</p>	<p>Consistent. The Project involves the demotion of the Barry Building, which will result in a vacant lot and there are no plans for new construction on the Project Site. Therefore, the Project will include the timely installation of a landscape buffer that meets Provisions 7.G and 7.H.</p>
<p>9.A.1: Sidewalks abutting San Vicente Boulevard shall be at least 12 feet in width and maintain a minimum unobstructed width of 10 feet for pedestrian access.</p>	<p>Consistent. The existing sidewalk is at least 12 feet in width, with a minimum unobstructed width of 10 feet for pedestrian access. The existing sidewalk would not be altered as part of the Project.</p>
<p>13.B: Temporary construction fences required by the Los Angeles Municipal Code shall be painted a single earth tone color.</p>	<p>Consistent. The construction fence placed around the Project Site would be painted a single earth tone color.</p>
<p>Source: San Vicente Scenic Corridor Specific Plan.</p>	

**Table 4.1-4
Project Consistency with Applicable Design Guidelines
of the San Vicente Scenic Corridor Specific Plan**

Design Guideline	Project Consistency
IV.B.5: All softscape materials used in landscape schemes must be durable and easy to maintain.	Consistent. The plant materials used for the landscape buffer will be types that are durable and easy to maintain.
IV.B.6: All plant materials must be checked for their appropriateness in the climate zone in which the San Vicente corridor is located and for the individual site conditions with regard to sun and soil. Plant selection must be in compliance with the Los Angeles Xeriscape Ordinance specifications.	Consistent. The plant materials used for the landscape buffer will be appropriate for the conditions of the Project Site and the Project would comply with the City’s Xeriscape Ordinance.
Source: San Vicente Scenic Corridor Design Guidelines.	

**Table 4.1-5
Project Consistency with Applicable Provisions
of the Citywide Design Guidelines**

Guideline	Project Consistency
8: Protect the Site’s natural resources and features. <ul style="list-style-type: none"> • Retain existing healthy, mature street trees to the extent possible. 	Consistent. The two existing street trees located adjacent to the Site along San Vicente Boulevard would remain after demolition of the existing building.
Source: Los Angeles Citywide Design Guidelines.	

As discussed above, the Project includes the removal of three existing non-protected palm trees, with a fourth tree located in the surface parking lot, as well as two street trees, being retained. The proposed demolition activities would not add more than 2,000 gross square feet of impermeable surface and therefore do not meet the LAMC definition of a “project.” As such, replacement trees would not be required.⁵

Further, construction staging would be contained on-site. The Project Applicant will ensure through daily visual inspections that no unauthorized materials are posted on any temporary construction barriers so that they are maintained in a visually attractive manner (i.e., free of trash, graffiti, peeling postings, etc.) throughout the duration of the demolition activities.

⁵ LAMC Section 12.40 D defines a project as “[a]ny use of land, construction or addition which includes more than 2,000 gross square feet of impermeable surface. A Project shall include new parking areas and additions to existing parking areas constructed with impermeable paving and new parking buildings. A Project shall not include construction of or addition to one-family dwellings, nor shall a Project include any structure or use of land which is permeable.”

As shown in Tables 4.I-1 through 4.I-5, the Project would not conflict with the applicable zoning and/or other regulations governing scenic quality and impacts would be less than significant. No further analysis of this topic in the EIR is required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. Three on-site palms would be removed, however the fourth on-site palm and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project. Once demolition activities are complete, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. The Site will be fenced, and will include the timely installation of a landscape buffer consistent with the requirements of the San Vicente Scenic Corridor Specific Plan. Thus, the Project would not introduce light and/or daytime glare.

The building has been vacant and fenced, including the windows being boarded up, since December 2017. Thus, the Site currently generates low, if any, levels of artificial light and glare. The surrounding ambient nighttime lighting environment is typical of a developed urban environment. The primary nighttime lighting sources within the Project Site vicinity include interior light spillage from buildings, vehicle headlights along roadways and in parking areas, signage, street lamps, and security parking lighting. The Project Site currently contains lighting along the northside of the existing building that illuminates the parking lot at night.

Demolition activities would be in accordance with the provisions of LAMC Section 41.40 and would occur between 7 AM and 9 PM on weekdays and between 8 AM and 6 PM on Saturdays and national holidays, with no construction permitted on Sundays. Demolition would occur primarily during daylight hours and demolition-related illumination would be used for security and safety reasons only and would be aimed so that no new direct beam of illumination goes beyond the Project Site boundary. Demolition activities would not result in a new source of substantial light which would adversely affect day or nighttime views in the area.

As the Project does not propose any new development, there would be no new sources of light or glare on the Project Site, and no impact would occur. No further analysis of this topic in the EIR is required.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is currently developed with a commercial building, does not contain any agricultural uses, and is not delineated on any maps prepared pursuant to the Farmland Mapping and Monitoring Program.⁶ Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is designated for Neighborhood Office Commercial in the Brentwood-Pacific Palisades Community Plan and is currently zoned C4-1VL, for commercial uses. No agricultural zoning designations and/or Williamson Act contracts apply to the Site. Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The Project Site is currently zoned C4-1VL, for commercial uses, and is not zoned for forest land or timberland. Therefore, no impact would occur and further evaluation of this issue in an EIR is not required.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is currently zoned C4-1VL, for commercial uses, and is currently developed with an existing commercial building. The Project Site is not used as forest land, and therefore, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur and further evaluation of this issue in an EIR is not required.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. The Project Site is currently developed with a commercial building. The Project Site does not contain any agricultural or forest land. As such, the Project would not result in the

⁶ State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf> , accessed February 13, 2020.

conversion of Farmland to a non-agricultural use or the conversion of forest land to a non-forest use. No impact would occur and further evaluation of this issue in an EIR is not required.

III. AIR QUALITY

Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. The Project consists of the demolition of the existing commercial building, the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

The Project Site is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Government (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted March 3, 2017, and outlines the air pollutions control measures needed to meet federal particular matter (PM_{2.5}) and ozone (O₃) standards. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several federal planning requirements and incorporated updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from earlier AQMPs.

While the Project does not have an operational component, pollutant emissions resulting from demolition of the building could have the potential to affect implementation of the AQMP. Therefore, the EIR will provide further analysis of potential impacts to implementation of the AQMP.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. A significant impact would occur if a project would result in a cumulatively considerable net increase in a federal or state non-attainment pollutant. The Los Angeles County portion of the South Coast Air basin is classified as a non-attainment area for O₃, PM_{2.5}, PM₁₀, and Pb. With regard to determining the significance of the Project's contribution to regional emissions, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project-specific impacts. Therefore, according to the SCAQMD, an individual project that generates construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. The Project would demolish the existing commercial building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Project would result in air emissions from the demolition of the existing building as well as truck trips to remove demolition debris from the Project Site. As such, the EIR will provide further analysis of potential cumulative impacts associated with an increase in criteria pollutants.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. The SCAQMD has categorized the following land uses as sensitive to air pollution: hospitals, schools, residences, playgrounds, childcare centers, athletic facilities, and retirement homes.⁷ Sensitive receptors in the Project vicinity include, but are not limited to, the residential neighborhoods located in the Project vicinity (the surrounding area north of the Project Site contains single-family dwellings along Saltair Avenue and Saltair Terrace and the surrounding area south of San Vicente Boulevard contains numerous multi-family residential dwellings), and Brentwood Presbyterian School located at 12000 San Vicente Boulevard (approximately 200 feet southwest of the Project Site). During the Project's demolition activities, the sensitive uses could be exposed to pollutant emissions. Therefore, the EIR will provide further analysis of potential impacts associated with the exposure of sensitive receptors to substantial pollutant concentrations.

⁷ South Coast Air Quality Management District, CEQA Air Quality Handbook, Figure 5-1, April 1993.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. The SCAQMD's *CEQA Air Quality Handbook* identifies those land uses that are associated with odor complaints, which typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project consists solely of the demolition of the existing commercial building, and no future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not include any of the uses identified by the SCAQMD as being associated with substantial odors.

Activities and materials associated with demolition would be typical of demolition projects of similar type and size, and Project contractors would comply with applicable SCAQMD rules related to the use of construction materials that do not cause substantial impacts related to odor. Any odors that may be generated during demolition would be localized and temporary in nature, and would not have the potential to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Accordingly, impacts with regard to odors would be less than significant and no further analysis of this topic in the EIR is required.

IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on 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 or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Have a substantial adverse effect, either directly or through habitat modifications, on 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 or U.S. Fish and Wildlife Service?

No Impact. The Project Site is located in an urbanized area and is currently developed with a commercial building and an associated surface parking lot. Landscaping is limited with four on-site palms and several raised bed planters. Due to the developed nature of the Site, and lack of any natural open spaces, species likely to occur on-site are limited to small terrestrial animals. Therefore the Project would not have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species identified in local plans, policies, regulations, by the California Department of Fish and Wildlife (CDFW), the California Native Plant Society (CNPS), or the U.S. Fish and Wildlife Service (USFWS). Therefore, no impact would occur and no further analysis of this topic in the EIR is required.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The Project Site and surrounding area are located in an urbanized setting. The Project Site is currently developed with a commercial building and an associated surface parking lot. There are no riparian areas, sensitive natural communities, or Significant Ecological Areas as defined by the City of Los Angeles located on or adjacent to the Project Site.⁸ Therefore, no impact would occur, and no further analysis of this topic in the EIR is required.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site and surrounding area are located in an urbanized setting. The Project Site is currently developed with a commercial building and an associated surface parking lot. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Site.⁹ No impact would occur, and no further analysis of this topic in the EIR is required.

⁸ NavigateLA, Water, Lakes, and Streams layer: <http://navigateLA.lacity.org/navigateLA/>, accessed February 13, 2020.

⁹ U.S. Fish & Wildlife Service, National Wetlands Inventory: <http://www.fws.gov/wetlands/data/mapper.HTML>, accessed February 13, 2020.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. The Project Site is located in an urbanized area and developed with a commercial building and an adjacent surface parking lot. Several individual parcels adjacent to the Site are undeveloped, however none of the parcels provide linkages to large open space and/or serve as a wildlife corridor. Accordingly, demolition of the existing building would not interfere substantially with any established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Furthermore, no water bodies that could serve as a habitat for native resident or migratory fish exist on the Project Site or in the vicinity of the Site.

The existing on-site palms (three of which would be removed as part of the Project while the fourth would be retained) could potentially provide nesting sites for migratory birds. The Project would be required to comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. In accordance with the MBTA, tree removal activities would take place outside the nesting season (February 1 through August 31). However, to the extent that 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 any active nests are detected, the area would be flagged with a buffer (ranging between 50 and 300 feet (500 feet for raptors), as determined by the monitoring biologist), and the area would be avoided until the nesting cycle has been completed or the monitoring biologist has determined that the nest has failed. With compliance with this existing regulatory requirement, impacts to nesting and migratory birds would be less than significant, and no mitigation measures are required. No further analysis of this topic in the EIR is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

No Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation and/or removal of all Oak trees indigenous to California (excluding the Scrub Oak or *Quercus dumosa*) as well as the following tree species: Southern California Black Walnut (*Juglans californica* var. *californica*); Western Sycamore (*Platanus racemosa*); and California Bay (*Umbellularia californica*).¹⁰ According to the tree report prepared for the Project Site (included as Appendix A to this Initial Study), there are no protected trees located on the Project Site. There are four on-site non-protected palms all which meet the City's minimum size threshold for regulation as non-protected trees (i.e. trees with a trunk diameter at breast height (dbh) greater than eight inches or palms with a height of 15 feet or greater). Of the four palms, three would be removed as part of the Project, and the palm located in the parking lot would

¹⁰ City of Los Angeles, Ordinance 177404, approved March 13, 2006 and effective April 23, 2006.

remain. The two street trees located in the public right of way along San Vicente Boulevard would also remain. Thus, the Project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur, and no further analysis of this topic in the EIR is required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site and surrounding area are located in an urbanized setting. The Project Site is currently developed with a commercial building and an associated surface parking lot. The Project Site is not located in or adjacent to an existing or proposed Significant Ecological Area.¹¹ Additionally, there is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that applies to the Project Site. The Project would not conflict with any habitat conservation plans. Therefore, no impact would occur, and no further analysis of this topic in the EIR is required.

¹¹ NavigateLA, Significant Ecological Area layer: <http://navigateLA.lacity.org/navigateLA/>, February 13, 2020.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines defines historical resources as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

On October 2, 2007, the City of Los Angeles Cultural Heritage Commission designated the existing commercial building, the Barry Building, an HCM (HCM No. 887).

The Project involves the demolition of this building. No future development of the Site is proposed and/or considered as part of the Project. As the building was constructed in 1951, the building meets the National Register's 50-year threshold for evaluating a potential historic resource as well as being designated as an HCM. Project impacts with respect to historic resources would be potentially significant and will be analyzed further in the EIR.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines §15064.5?

Less Than Significant Impact. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. The Project Site is located in an urbanized area of the City and has been disturbed by past development activities. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. The demolition will include removal of existing utilities, which are approximately two to five feet underground.

According to the South Central Coastal Information Center (SCCIC) (correspondence included in Appendix B), there are no known archaeological resources at the Project Site. In addition, the removal of the existing utilities (approximately two to five feet underground) would only disturb soils that have been previously disturbed by past development activities. Therefore, it is unlikely that any archaeological resources would be discovered during the removal of the existing utilities. As such, Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The Project Site is located in an urbanized area and is developed with an existing commercial building and associated surface parking. No known traditional burial sites or other type of cemetery usage has been identified with the Project Site and immediate vicinity. The likelihood of encountering human remains on the Project Site is therefore minimal. The Project consists solely of the demolition of the existing building. The demolition will include removal of existing utilities, which are approximately two to five feet underground. Although unlikely, there is a possibility that human remains could be encountered during demolition activities, which is a potential significant impact. If human remains are encountered during demolition activities, California Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event that human remains are discovered during demolition activities, the following procedure (CEQA Guidelines, Section 15064.5) shall be observed:

Stop immediately and contact the County Coroner:
1104 N. Mission Road
Los Angeles, CA 90033
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods as provided in Public Resources Code Section 5097.98. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Compliance with the regulatory standards described above would ensure appropriate treatment of any potential human remains discovered during demolition activities. Therefore, the Project's impacts on human remains would be less than significant, and no further analysis of this topic is required.

VI. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. With regarding to Threshold a, the following analysis relies upon Appendix F of the CEQA Guidelines, prepared in response to PRC Section 21100(b)(3), which states that an EIR shall include a detailed statement setting forth, “[m]itigation measures proposed to minimize the significant effects of the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy.’

With regards to potential impacts to energy, the *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity-enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.

The following provides a discussion of eight criteria contained in the *L.A. CEQA Thresholds Guide* to help determine whether the Project would result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources.

- 1) *The project’s energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation,*

maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

Construction

The proposed demolition activities would consume relatively minor quantities of electricity (i.e., temporary use for lighting and small power tools). This electricity would be supplied to the Project Site by the City of Los Angeles Department of Water and Power (LADWP) and would be obtained from the existing electrical lines that connect to the Project Site. Electricity consumed during demolition of the existing building would be temporary and would cease upon the completion of demolition. Overall, demolition activities associated with the Project would require limited electricity generation that would not be expected to have an adverse impact on available electricity supplies. Further, construction and demolition activities typically do not involve the consumption of natural gas. Demolition activities would also consume energy in the form of petroleum-based fuels associated with the use of construction vehicles, construction worker travel to and from the Project site, and hauling truck trips. Based on the limited amount of equipment required and the limited duration of demolition activities, the Project would require a negligible fraction of the total state's transportation fuel consumption. A study by Caltrans found that the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) is projected at 20.4 miles per gallon (mpg) and worst-case diesel trucks is 5.71 mpg in 2015.¹² In 2012, California consumed a total of 337,666 barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.¹³

Energy Conservation

The Project would utilize demolition contractors who demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other TACs. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_x, PM₁₀, and PM_{2.5} emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.¹⁴ In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25

¹² Caltrans, 2007 California Motor Vehicle Stock, Travel and Fuel Forecast, Table 7, <http://www.energy.ca.gov/2008publications/CALTRANS-1000-2008-036/CALTRANS-1000-2008-036.PDF>.

¹³ US EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, May 18, 2016.

¹⁴ California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, <http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf>.

horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014, and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of trucks with larger capacities.

Operation

The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not have an operational demand for energy, with the exception of a limited amount of electricity for sprinklers to water the landscape buffer. The electricity for the sprinkler box and valves would be supplied by a pole string on the Project Site.

- 2) *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*

Construction

As discussed above, electricity would be intermittently consumed to provide temporary lighting and other general demolition activities over the course of the approximately seven-week demolition period and would cease upon completion of demolition activities. When not in use, electric equipment would be powered off to avoid unnecessary energy consumption. Construction activities, including demolition activities, typically do not involve the consumption of natural gas. Thus, natural gas would not be supplied to the Site during demolition of the existing building. Demolition activities would also consume energy in the form of petroleum-based fuels associated with the use of construction vehicles, construction worker travel to and from the Project Site, and hauling truck trips. However, as stated above, the Project would comply with existing regulations, which would reduce petroleum consumption. Overall, the amount of gas consumed would be minimal, as the Project would result in 4,174 cubic yards of construction and demolition waste and a maximum of 10 construction workers on-site at one time. As energy consumption during Project demolition activities would be relatively negligible and would only occur during the seven weeks of demolition, the Project would not affect regional energy consumption during the demolition period.

Operation

The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not have an operational demand for energy, with the exception of a limited amount of electricity for sprinklers to water the landscape buffer planted along the fence. The electricity for the sprinkler box and valves would be supplied by a pole string on the Project Site.

- 3) *The effects of the project on peak and base period demands for electricity and other forms of energy.*

Electricity demand during demolition would have a negligible effect on the overall capacity of LADWP's power grid and base load conditions. Further, the Project would not have any operational demand for energy. With regard to peak load conditions, LADWP's power system experienced an all-time high peak of 6,502 MW on August 31, 2017.¹⁵ LADWP also estimates a peak load based on two years of data known as base case peak demand to account for typical peak conditions. Based on LADWP estimates for 2017, the base case peak demand for the power grid is 5,854 MW.¹⁶ Therefore, the minimal amount of Project electricity consumption during the seven-week demolition period would have a negligible effect on peak load conditions of the power grid.

- 4) *The degree to which the project complies with existing energy standards.*

Although Title 24 requirements typically apply to energy usage for buildings, demolition equipment would also comply with Title 24 requirements where applicable. The Project would not have any operational demand for energy as no future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would comply with existing energy standards with regards to electricity and natural gas usage, as applicable to the proposed demolition activities.

With regard to transportation fuels, trucks, and equipment used during the proposed demolition activities, the Project would comply with CARB's anti-idling regulations as well as the In-Use Off-Road Diesel-Fueled Fleets regulation. Although these regulations are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in efficient use of construction-related energy. The Project would not have any operational demand for energy as no future development of the Site is proposed and/or considered as part of

¹⁵ LADWP, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=kyp5oxyf9_21&_afLoop=174796394856149, accessed September 24, 2020.

¹⁶ LADWP, 2017 Retail Electric Sales and Demand Forecast. p. 6.

the Project. Therefore, the Project would comply with existing energy standards with regards to transportation fuel consumption.

5) *Effects of the Project on Energy Resources*

LADWP's electricity generation is derived from a mix of non-renewable and renewable sources such as coal, natural gas, solar, geothermal, wind, and hydropower. LADWP's 2017 Power Strategic Long Term Resource Plan (SLTRP) identifies adequate resources (natural gas, coal) to support future generation capacity. The Project's minimal demand for electricity during the seven-week demolition period would have a negligible effect on LADWP's electricity supply.

Natural gas supplied to the Southern California is mainly sourced from out of state with a small portion originating in California. Sources of natural gas for the Southern California region are obtained from locations throughout the western United States as well as Canada.¹⁷ According to the U.S. Energy Information Administration (EIA), the United States currently has over 80 years of natural gas reserves based on 2015 consumption.¹⁸ Compliance with energy standards is expected to result in more efficient use of natural gas (lower consumption) in future years. Further, construction and demolition activities typically do not involve the consumption of natural gas, and the Project would not result in any operational demand for natural gas, as no future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would have no effect on natural gas supply.

Transportation fuels (gasoline and diesel) are produced from crude oil, which is imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet over 50 years of consumption.¹⁹ The Project would include the removal of approximately 4,174 cubic yards of debris from the Project Site, which is broken down into 130 cubic yards of asbestos debris, and 4,044 cubic yards of non-asbestos material. Assuming trucks with a capacity of 15 cubic yards, and 10 working days for the asbestos abatement, results in an average of approximately one truck trip per day (round trip) during the asbestos abatement period. During the remainder of demolition (26 working days), the removal of 4,044 cubic yards would result in an average of approximately 10 truck trips (round trips) per day, which would result in a negligible demand for gasoline and diesel fuel. Further, vehicles and light trucks used for demolition activities would comply with CAFE fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). The Project would not result in any operational vehicle trips, as no future development of the Site is proposed and/or considered as

¹⁷ California Gas and Electric Utilities, 2017 California Gas Report, 2017.

¹⁸ U.S. Energy Information Administration, Frequently Asked Questions, www.eia.gov/tools/faqs/faq.php?id=58&t=8, accessed February 2019.

¹⁹ BP Global, Oil reserves, <https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil/oil-reserves.html>, accessed February 2019.

part of the Project. Therefore, the Project would have a negligible effect on the transportation fuel supply.

- 6) *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

As described above, the Project would require a minimal amount of transportation energy (fuel) during the proposed demolition activities. Further, the Project consists solely of the demolition of the Barry Building, and no future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not have an operational demand for energy.

- 7) *The degree to which the project design and/or operations incorporate energy-conservation measures, particularly those that go beyond City requirements.*

The Project consists solely of the demolition of the Barry Building, and no future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not have an operational demand for energy.

- 8) *Whether the Project conflicts with adopted energy conservation plans.*

The Project would not conflict with an adopted energy conservation plan. As the Project consists solely of the demolition of the existing commercial building, there would be no operational demand for energy. Energy conservation policies and plans relevant to most individual development projects, including, the California Title 24 energy standards, the 2019 CALGreen building code, and the City of Los Angeles Green Building Code focus on energy consumed during operation of a Project. However, the 2019 CalGreen building code also includes requirements to recycle or salvage at least 65 percent of non-hazardous construction waste, with which the Project would comply. Thus, the Project would not conflict with these plans or regulations. With regard to transportation related energy usage, the goals of the Southern California Association of Governments' 2016 Regional Transportation Plan/Sustainable Communities Strategy (SCAG's 2016 RTP/SCS) incorporate operational VMT targets established by SB 375. As the Project would not have an operational component, the Project would not conflict with the 2016 SCAG RTP/SCS goals.

Conclusion

As demonstrated in the analysis of the eight criteria discussed above, the Project would not result in any wasteful, inefficient, or unnecessary consumption of energy during demolition of the existing building. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not have an operational demand for energy, with the exception of a limited amount of electricity for sprinklers to water the landscape buffer planted along the fence. The Project's energy requirements during

demolition would not significantly affect local and regional supplies or capacity. Electricity generation capacity and supplies of natural gas and transportation fuels would also be sufficient to meet the needs of Project. In summary, the Project's energy demands would not significantly affect available energy supplies and would comply with existing energy efficiency standards. Therefore, Project impacts related to energy use would be less than significant, and as such, no further analysis of this topic in the EIR is required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact.

Construction

Electricity

As discussed above, demolition activities at the Project Site would require minor quantities of electricity for lighting, power tools, and other support equipment. Any heavy-duty equipment used would be powered with diesel fuel. During Project demolition activities, electricity usage represents a negligible amount of LADWP's supply. As existing power lines are located in the vicinity of the Project Site, temporary power poles may be installed to provide electricity during the proposed demolition. Existing off-site infrastructure would not have to be expanded or newly developed to provide electrical service to the Project during demolition. Therefore, the Project would not result in an increase in demand for electricity that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Natural Gas

Demolition and construction activities typically do not involve the consumption of natural gas. Therefore, the Project would not result in an increase in demand for natural gas to affect available supply or distribution infrastructure capabilities and would not result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Petroleum

As discussed above, demolition activities would also consume energy in the form of petroleum-based fuels associated with the use of construction vehicles, construction worker travel to and from the Project Site, and hauling truck trips. However, as also stated above, the Project would comply with existing regulations, which would reduce petroleum consumption. Overall, the amount of petroleum-based fuels consumed would be minimal, as the Project would result in 4,174 cubic yards of construction and demolition waste and a maximum of 10 construction

workers on-site at one time. Therefore, the Project would not result in an increase in demand for petroleum that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Operation

The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not have an operational demand for energy, with the exception of a limited amount of electricity for sprinklers to water the landscape buffer. The electricity for the sprinkler box and valves would be supplied by a pole string on the Project Site

Conclusion

As demonstrated in the analysis above, the Project would not result in an increase in demand for electricity, natural gas, or petroleum that exceeds available supply or distribution infrastructure capabilities that could result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and potential impacts would be less than significant. No further analysis of this topic is required.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. **Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact. Fault ruptures occur when movement on a fault deep within the earth breaks through to the surface. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement within the past 11,700 years (during the Holocene Epoch). Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch) while not displacing Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are faults with no surface exposure. Due to their buried nature, the existence of the buried thrust faults is usually not known until they produce an earthquake.

The CSG establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare a special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City of Los Angeles designates Preliminary Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

The closet active fault is the Santa Monica Fault, which is located approximately 0.5 miles from the Site.²⁰ According to ZIMAS, the Project Site is located within the Santa Monica Fault Zone, which is due to the Project Site's location within one kilometer of an active fault.²¹ However, the Project Site is not located within the Alquist-Priolo Earthquake Fault Zone for the Santa Monica Fault, nor is it located within a City-designated Preliminary Fault Rupture Study area according to ZIMAS, and therefore, no site-specific fault investigation would be required. No Holocene-active or pre-Holocene faults with the potential for surface fault rupture are known to pass directly beneath the Site.²²

²⁰ State of California, California Geological Survey, Beverly Hills Quadrangle, January 11, 2018.

²¹ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, accessed February 14, 2020.

²² Geologic Hazard Evaluation, Geocon West, Inc., June 12, 2020, at page 5.

Despite the Project Site's location in a fault zone (within one kilometer of an active fault), the Project Site is not within an Alquist-Priolo fault zone and therefore the Project would not cause substantial adverse effects involving the rupture of a known earthquake fault. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, based on these considerations, the potential for surface rupture beneath the site is considered low.

The Project would not exacerbate existing fault rupture conditions. Thus, the Project would not exacerbate existing environmental conditions by bringing people and/or structures into areas potentially susceptible to substantial adverse effects, including fault rupture. Therefore, impacts associated with surface rupture from a known earthquake fault would be less than significant. No further analysis of this issue is required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. Southern California is an active seismic region and as stated above, the Project Site is located within the Santa Monica Fault Zone. The closest active fault is the Santa Monica Fault, which is located approximately 0.5 miles from the Site and thus the Project Site could be subjected to moderate to strong ground shaking in the event an earthquake occurs on one of the many active faults located in Southern California.

The building is currently vacant with no occupants and no future development of the Site is proposed and/or considered as part of the Project. The Project does not call for the building to be occupied. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. Thus, potentially significant impacts related to seismic ground shaking at the Project Site would not be exacerbated by the Project because the Project would not involve mining operations, deep excavation into the earth, or boring of large areas creating unstable seismic conditions that would exacerbate ground shaking. Further, as discussed above, no active faults with the potential for surface rupture are known to pass directly beneath the Site. Therefore, impacts associated with seismic ground shaking would be less than significant and no further analysis of this issue in the EIR is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The Project Site is not identified by ZIMAS as being within a liquefaction zone.²³ Further, according to the Geologic Hazard Evaluation (included as Appendix C-1 to this Initial Study), the potential for liquefaction at the Project Site is considered low.²⁴ The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or

²³ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, accessed February 14, 2020.

²⁴ Geologic Hazard Evaluation, Geocon West, Inc., June 12, 2020, at page 9.

considered as part of the Project. Therefore, the Project would not expose people and/or structures to substantial adverse effects associated with liquefaction, and the Project would not exacerbate existing conditions related to liquefaction. Therefore, impacts with respect to liquefaction would be less than significant and no further analysis of this issue in the EIR is required.

iv. Landslides?

No Impact. The Project Site is relatively flat and is not identified by ZIMAS as being within a landslide hazard zone.²⁵ The Project Site is not located within an area identified as having a potential for seismic slope instability. There are no known landslides near the Site, nor is the Site in the path of any known or potential landslides.²⁶ The Project would not exacerbate existing conditions that would result in the exposure of peoples and/or structures to potential substantial adverse effects, including the risk, of loss, injury, or death involving landslides. The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would result in no impacts with respect to landslides and no further analysis of this issue in the EIR is required.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project Site is located in an urbanized portion of the City and is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. After demolition activities are completed, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. Demolition activities have the potential to disturb existing soils and expose soils to rainfall and wind, thereby resulting in soil erosion. The potential for soil erosion would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from the City of Los Angeles Department of Building and Safety (LADBS) as well as comply with all applicable provisions of LAMC Chapter IX Article 1, which addresses grading, excavation and fills. Furthermore, demolition activities would comply with SCAQMD Rule 403 (Fugitive Dust), which would reduce the potential for wind or waterborne erosion. Through compliance with these existing regulations, Project impacts related to soil erosion and/or erosion of topsoil during demolition activities would be less than significant and no further analysis of this topic in the EIR is required.

²⁵ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, accessed February 14, 2020.

²⁶ Geologic Hazard Evaluation, Geocon West, Inc., June 12, 2020, at page 9.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. The Project Site is not located near slopes or geographic features that would result in on- or off-site landslide or lateral spreading. As stated above, under Threshold VII(a)iii, the Project Site is not subjected to impacts which could be caused by liquefaction. According to the Geologic Hazard Evaluation (included in Appendix C-1 to this Initial Study), the Project area, including the Project Site, is not within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the immediate vicinity. Groundwater was not encountered in the on-site borings drilled to a maximum feet depth of almost 31 feet, thus collapse is unlikely on the Project Site.²⁷

As discussed in the Geologic Hazard Evaluation, oxidation of peat deposits can result in a corresponding loss of volume, creating a potential for settlement in areas where structures or compacted fill are located. Considering the geologic conditions at the Project Site and the surrounding area, peat is not anticipated to be present at the Site. Therefore, the probability of hazards associated with peat oxidation impacting the Project is considered very low.²⁸

Finally, as explained above, the Project only involves the demolition of the existing commercial building, and does not involve plans for development on the Project Site beyond demolition. Therefore, the Project would exacerbate existing conditions with regard to geologic and soil stability. No impact would occur and no further analysis of this issue in the EIR is required.

d. Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and expand with repeated cycles of wetting and drying. According to the Geologic Hazard Evaluation prepared for the Project Site, the soils at the Project Site consist of artificial fill, consisting of silty sand that is characterized as slightly moist and medium dense with some construction debris, to a depth of two feet below ground surface.²⁹ Beneath the artificial fill, the soils are characterized as medium dense to very dense or firm to hard, and would be in the moderate expansion range. Further, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Thus, the Project would not exacerbate existing environmental conditions related to

²⁷ [Geologic Hazard Evaluation](#), Geocon West, Inc., June 12, 2020, at page 9.

²⁸ [Geologic Hazard Evaluation](#), Geocon West, Inc., June 12, 2020, at page 9.

²⁹ [Geologic Hazard Evaluation](#), Geocon West, Inc., June 12, 2020, at page 1.

expansive soils. Impacts with respect to expansive soils would be less than significant and no further analysis of this issue in the EIR is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Project does not propose any septic tanks or alternative wastewater disposal systems. Further, demolition and construction activities typically do not involve the generation of wastewater that would need to be treated by wastewater treatment infrastructure that serves the Project Site, and as such, the Project would not generate wastewater that would have the potential to impact the soils at the Project Site. Therefore, the Project would not result in any impacts with respect to septic tanks or alternative wastewater disposal systems, and no further analysis of this topic in the EIR is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. 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 species that have existed on earth from this era are extinct. Public Resources Code Section 5097.5 specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

The Project Site is located in an urbanized area of the City, has been previously graded and is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. According to the Natural History Museum of Los Angeles County (see correspondence included in Appendix C-2 of this Initial Study), there are no known vertebrate fossil localities that lie directly within the Project Site boundaries, although there are localities nearby from the same sedimentary deposits that occur in the Project area.

According to the correspondence from the Natural History Museum (contained in Appendix C-2), surface grading or very shallow excavations (up to a depth of about five feet) in the Project area would probably not uncover significant vertebrate fossil remains. Excavations that extend below about five feet could encounter significant fossil vertebrate specimens. As the Project Site would only be excavated to remove the existing utilities (approximately two to five feet underground), and would only disturb soils that have been previously disturbed by past development activities,

it is unlikely that paleontological resources would be discovered during demolition. While unlikely, in the event that paleontological resources or sites, or unique geologic features are exposed during demolition, work within 50 feet of the find shall stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. Demolition activities could continue in other areas of the Project Site. Recommendations could include preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with State law. Through compliance with these regulatory requirements, potential Project impacts to unknown paleontological resources or sites, or unique geologic features would be less than significant, and no further analysis of this topic in the EIR is required.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. The Project would result in direct and indirect GHG emissions associated with the demolition of the existing building. As no new development is proposed, the Project would not result in any GHG emissions beyond the approximately seven-week demolition period. Therefore, the EIR will provide an estimate of GHG emissions associated with the demolition of the existing building.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As stated above, the Project consists solely of the demolition of the existing building, but no future development of the Site is proposed and/or considered as part of the Project. However, the amount of GHG emissions associated with the Project have not been estimated at this time. Therefore, further evaluation of this topic will be included in the EIR to determine if the Project would conflict with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions, including SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The building has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking

lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

The demolition of the existing building could require the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fuels. The types and amounts of hazardous materials that would be used in connection with the demolition activities would be typical of those used during construction of individual development projects. All potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. No hazardous materials would be used once the demolition activities are complete as the Site would remain vacant. Any associated risk would be reduced to a less than significant level through compliance with these standards and regulations. Thus, Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The Project involves the demolition of the existing commercial building, which was constructed in 1951. Based on the age of the existing building, it is assumed that it contains asbestos containing materials (ACMs). ACMs, which are carcinogenic and can cause lung disease, are derived from naturally occurring fibrous minerals that have been mined for their useful properties in built structures, such as thermal insulation, chemical and thermal stability, and high tensile strength. When left intact and undisturbed, these materials do not pose a health risk to building occupants. There is, however, a potential for exposure when the material becomes damaged to the extent that asbestos fibers become airborne and are inhaled. The principal federal government agencies that regulate asbestos exposure at the Occupational Safety and Health Administration (OSHA) and the US Environmental Protection Agency (EPA), both of which began regulating asbestos exposure in the early 1970s. Additional regulation and oversight is provided by the SCAQMD.

In accordance with existing City, State, and federal rules and regulations, including the federal EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) regulation (40 Code of Federal Regulations 61 Subpart M), the federal regulations under the Occupational Safety and Health Act (29 Code of Federal Regulations Section 1926.1101), California Occupational Safety and Health Administration (CAL-OSHA) regulations (California Code of Regulations, title 8, Sections 341.15, 1529), and SCAQMD Rule 1403, all materials which are identified as ACMs, would be removed by a trained and licensed asbestos abatement contractor. Generally, asbestos removal is a low risk operation. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited.

As the existing building was constructed in 1951, it is likely that it also contains lead-based paint (LBP). Demolition of the existing building could therefore release LBP present in the structure. In order to ensure minimal exposure to sensitive receptors and workers, LBP found in the building shall be removed and disposed of as recommended by a qualified Department of Health Services lead consultant and in accordance with applicable federal, State, and City regulations, including the federal regulations under the Occupational Safety and Health Act (29 Code of Federal Regulations Section 1926 *et seq.*), CAL-OSHA regulations (California Code of Regulations, title 8, Sections 1532.1 and 35001 *et seq.*). Mandatory compliance with applicable federal and State standards and procedures would reduce risks associated with LBPs to a less than significant level.

As discussed below under Section XII (Mineral Resources), Threshold (a), the Project Site is not located within an inactive or active oil field and is not within a Methane Zone or Methane Buffer Zone as identified by the City. The removal and disposal of ACMs and LBP from the Project Site in accordance with existing regulations would ensure that the Project would not create a significant hazard to the public or the environment through accident or upset conditions, and impacts would be less than significant. No further analysis of this topic in the EIR is required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Brentwood Presbyterian Pre-School is located approximately 200 feet southwest of the Project Site and Brentwood Science Magnet School is located approximately 0.4-miles southwest of the Project Site. As discussed above under Threshold IX(a), the types and amounts of hazardous materials that would be used in connection with the Project's demolition activities would be typical of those used during construction of individual development projects, including vehicle fuels, oils, and transmission fuels. As the Site would remain vacant after the demolition activities are complete, there would be no hazardous materials associated with operation of the Project. Further, the Project would not involve the use or handling of acutely hazardous materials, substance, or waste. All materials used during demolition activities would be used in accordance with the manufacturers' instructions and handled in compliance with federal, State, and local regulations. As such, the use of such materials would not create a significant hazard to nearby schools. Therefore, Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks (USTs), contaminated drinking water wells, and solid waste facilities where there is

known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis, commonly referred to as the “Cortese List.”

The existing building on the Project Site was built in 1951. Prior to this, the Project Site was vacant. The adjacent parcels were also generally vacant until a school building was constructed in the late 1940s at 11991 San Vicente Boulevard. The remainder of the adjacent parcels to the east and west were developed with low-rise commercial uses in the 1950s. According to EnviroStor, no record of known hazardous cleanup or hazardous waste facilities exists on the Project Site.³⁰ According to GeoTracker, no record of known contamination, leaking USTs, or monitoring wells exists on the Project Site.³¹ Further, the Project Site has not been identified as a solid waste disposal site having hazardous waste levels outside of the Waste Management Unit.³² In addition, there are no active Cease and Desist Orders or Cleanup and Abatement Orders from the California Water Resources Control Board associated with the Project Site.³³ Finally, the Project Site is not subject to corrective action pursuant to the Health and Safety Code, as it has not been identified as a hazardous waste facility.³⁴ Thus, the Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard to the public or environment. No impact would occur and no further analysis of this topic in the EIR is required.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. Santa Monica Airport is located approximately three miles southeast of the Project Site. Therefore, no impact would occur and no further analysis of this topic in the EIR is required.

³⁰ State of California Department of Toxic Substances Control, EnviroStor, website: <https://www.envirostor.dtsc.ca.gov/public/>, accessed February 17, 2020.

³¹ State of California Environmental Protection Agency, State Water Resources Control Board, GeoTracker, website: <https://geotracker.waterboards.ca.gov/>, accessed February 17, 2020.

³² State of California Environmental Protection Agency, Cortese List Data Resources, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf>, accessed February 17, 2020.

³³ State of California Environmental Protection Agency, Cortese List Data Resources, List of “Active” CDO and CAO from Water Board, website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CDOCAOList.xlsx>, accessed February 17, 2020.

³⁴ State of California Environmental Protection Agency, Cortese List Data Resources, Cortese List: Section 65962.5(a), website: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>, accessed February 17, 2020.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site. The demolition activities as well as staging areas would be confined to the Project Site. There are no adopted emergency response plans or emergency evacuation plans that are applicable to the Project Site, although according to the Safety Element of the General Plan (Exhibit H), San Vicente Boulevard is a selected disaster route. As the proposed demolition activities and staging areas would be confined to the Project Site, the Project is not expected to interfere with emergency response or emergency evacuation for the surrounding area. Once the demolition activities are complete, the Site will remain vacant and thus, the Project would not generate traffic congestion that would interfere with an emergency response or evacuation plan. As such, no impact would occur and no further analysis of this topic in the EIR is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

The Project Site is located in an urbanized area and is not located in a Very High Fire Hazard Severity Zone,³⁵ or within a City-designated Fire Buffer Zone.³⁶ The Project would not create a fire hazard that has the potential to exacerbate the current environmental condition relative to wildfires. Therefore, no impact regarding this topic would occur and no further analysis of this topic in the EIR is required.

³⁵ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

³⁶ City of Los Angeles, Safety Element of the Los Angeles General Plan, November 26, 1996, Exhibit D

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the

Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site.

Demolition activities associated with the Project can potentially degrade water quality through the exposure of surface runoff to exposed soils, dust, and other debris, as well as runoff from demolition equipment. The Project would comply with the requirements set forth by the Los Angeles Regional Water Quality Control Board (LARWQCB) and contained in LAMC Chapter IX, Division 70, which addresses erosion control during grading and excavation, and LAMC Chapter IX, Article 1. Specifically, Section 91.7013 includes regulations pertaining to grading, erosion control, and drainage devices, and Section 91.7014 includes general construction requirements. In addition, the demolition activities would only last for seven weeks and would only disturb a portion of the approximately 0.61-acre Project Site. By complying with the applicable regulations mentioned above, the Project's demolition activities would not result in erosion. Therefore, the Project would not result in contaminated surface water runoff, and the Project's potential water quality impacts during demolition would be less than significant.

After completion of the demolition activities, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. The Project Site would be left undisturbed with no human activity that would entrain dust. The Site would be fenced, and will include the timely installation of a landscape buffer planted along the fence, consistent with the requirements of the San Vicente Scenic Corridor Specific Plan. Therefore, the Project Site would be more pervious after the completion of demolition than compared to existing conditions, and therefore, the amount of runoff would be reduced as compared to existing conditions. Further, while the surface parking would remain on the Project Site, it would not be used for parking and therefore would not result in contaminated runoff from vehicles parked on the Project Site. As such, the Project would not substantially degrade surface water quality.

Groundwater was not encountered in the on-site borings drilled to a maximum feet depth of almost 31 feet, thus with the Project's maximum proposed grading of up to five feet, demolition activities would not substantially degrade the groundwater quality.³⁷ Based on the limited timeframe for demolition (seven weeks), the small size of the Project Site, and the additional pervious area on the Site after demolition, the Project would not be expected to substantially degrade surface or ground water quality. Impacts would be less than significant, and no further analysis of this topic in the EIR is required.

³⁷ Geologic Hazard Evaluation, Geocon West, Inc., June 12, 2020, at pages 2-4.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. As stated above, groundwater was not encountered in the on-site borings drilled to a maximum feet depth of almost 31 feet. The Project would require removal of the existing underground utilities, which are located at a maximum depth of five feet. Therefore, the Project would not require dewatering during demolition activities.

The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. Currently, the entire Site is impervious with the exception of planters in the courtyard of the Barry Building. Therefore, the existing groundwater recharge occurring on-site is negligible. With implementation of the Project, the portion of the Site that contains the Barry Building would be permeable after the demolition of the existing building. After demolition, the Project Site would still not serve as a groundwater recharge area as the soil would only be able to absorb so much water until it becomes saturated. The Project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that the Project would impede sustainable groundwater management of the basin. Therefore, Project impacts to groundwater would be less than significant and no further analysis of this topic in the EIR is required.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. No natural watercourses exist on or in the vicinity of the Project Site, and runoff currently flows unfiltered toward the existing storm drains along San Vicente Boulevard. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Demolition activities would comply with LAMC Chapter IX, Division 70, which addresses erosion control during grading and excavation. Thus, demolition activities associated with the Project would not result in substantial erosion and/or siltation on- or off-site.

As described above, the Project consists solely of the demolition of the existing building and no future development of the Site is proposed and/or considered as part of the Project. After the completion of demolition, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. The Site would be fenced, and will include the timely installation of a landscape buffer planted along the fence, consistent with the

requirements of the San Vicente Scenic Corridor Specific Plan. Therefore, the Project would decrease stormwater runoff volume, as the area that contains the existing building would be entirely pervious. Therefore, the Project would not substantially alter the drainage pattern of the area surrounding the Project Site such that it would result in substantial erosion or siltation on- or off-site. Therefore, Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. Currently, the entire Site is impervious with the exception of planters in the courtyard of the Barry Building, and runoff from the Project Site currently flows unfiltered toward the existing storm drains in San Vicente Boulevard. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. After the completion of demolition, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. Therefore, the Project would decrease stormwater runoff volume, as the area that contains the existing building would be entirely pervious. After demolition, the exposed soils would be able to absorb water until they are saturated, at which point runoff would occur similar to the existing conditions. As a portion of the Project Site would be permeable after the completion of the demolition, the Project would reduce the amount of surface runoff. Further, all future run-off would flow towards and be captured by the existing storm drains along San Vicente Boulevard. Therefore, no flooding would occur on- or off-site. Impacts related to surface runoff, including through the alteration of the course of a stream or river or the increase of impervious surface area would therefore be less than significant, and no further analysis of this topic in the EIR is required.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less Than Significant Impact. As discussed above under Threshold X(a) and X(c)i, the Project would not contribute to runoff water which would provide substantial additional sources of pollution runoff. Further, as discussed under Threshold X(c)ii, the Project would not substantially increase the rate or amount of surface runoff which would result in on- or off-site flooding, which would occur if the runoff water exceeded the capacity of the existing stormwater drainage system.

iv. Impede or redirect flood flows?

No Impact. The Project Site is not located within 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA, Flood Insurance Rate Map number

06037C1590F) or by the City of Los Angeles.³⁸ Thus the Project would not impede or redirect flood flows. No further analysis of this topic is required in the EIR.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. According to the City of Los Angeles Bureau of Engineering, the Project Site is located outside of a floodplain,³⁹ which is defined as any land area susceptible to being inundated by flood waters from any source (including floods, dam/reservoir inundation, coastal storm surge, tsunami, etc.).⁴⁰ As the Project Site is not located within a floodplain, there would be no risk of release of pollutants due to Project inundation and no impact would occur. Further, according to Exhibit G of the Safety Element, the Project Site is located outside of an area potentially impacted by a tsunami and outside of a potential inundation area. Therefore, there is no potential for the release of pollutants due to project inundation.⁴¹ For these reasons, no impact would occur and no further analysis of this topic in the EIR is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed in response to Threshold X(a), the Project's impacts with respect to water quality would be less than significant. With respect to groundwater, as discussed above in Threshold X(b), the Project would not result in impacts related to groundwater recharge or interfere with substantial groundwater management of the basin. Therefore, the Project would not conflict with or obstruction implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant and no further analysis of this topic in the EIR is required.

³⁸ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

³⁹ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

⁴⁰ City of Los Angeles, Bureau of Engineering, website: <https://eng.lacity.org/faqs>, accessed February 19, 2020.

⁴¹ Safety Element of the City of Los Angeles General Plan, Exhibit G, 1996.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Physically divide an established community?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Site is located in an urbanized area with low- to mid-rise buildings that are occupied primarily by commercial and residential land uses. The Project does not contain features such as highways or new infrastructure that would cause a permanent disruption in the physical arrangement of the surrounding uses. Therefore, no impact would occur and no further analysis of this topic in the EIR is required.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. As part of the Project, three on-site palm trees would be removed, however the fourth palm tree in the surface parking lot and two street trees located along San Vicente Boulevard would remain. No future development of the Site is proposed and/or considered as part of the Project. While the Project would not be anticipated to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, the EIR will provide further analysis of the Project's consistency with the applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. 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?

No Impact. The Project Site is not located within a City-designated oil field or oil drilling area,⁴² or a City-designation Mineral Resource Zone 2 Area (MRZ-2),⁴³ and is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. Demolition of the existing building would have no impact with respect to loss of availability of a known regionally-important mineral resource, and no further analysis of this topic in the EIR is required.

b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. Government Code Section 65302(d) states that a conservation element of the general plan shall address “minerals and other natural resources.” According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the flood plain from the San Fernando Valley through downtown Los Angeles. The Project Site is not located within a City-designated Mineral Resource Zone⁴⁴ where significant mineral deposits are known to be present, and the area surrounding the Project Site has been developed with structures and is inaccessible for mining extraction.

⁴² State of California, Department of Conservation, Division of Oil, Gas & Geothermal Resources Well Finder: <http://maps.conservation.ca.gov/doggr/index.html#close>, accessed February 13, 2020.

⁴³ City of Los Angeles, Safety Element of the General Plan, Oil Fields and Oil Drilling Areas in the City of Los Angeles, Exhibit E.

⁴⁴ City of Los Angeles, Safety Element of the General Plan, Oil Fields and Oil Drilling Areas in the City of Los Angeles, Exhibit E.

Demolition of the existing commercial building would therefore not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, no impact would occur and no further analysis of this topic in the EIR is required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. The Project Site is located in an urbanized area that contains various sources of noise. The most predominate source of noise in the vicinity of the Project Site is associated with traffic from roadways. Existing on-site noise sources primarily include vehicles associated with the existing surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. During demolition activities, the use of heavy equipment (which could include tractors, loaders, rubber tired dozers, concrete saws, and graders) would generate noise on a short-term basis.

Sensitive receptors in the Project vicinity include, but are not limited to, the residential uses located north of the Project Site on Saltair Avenue and Saltair Terrace, and Brentwood Presbyterian School located at 12000 San Vicente Boulevard (approximately 200 feet southwest of the Project Site). The concurrent use of construction equipment and machinery has the potential to increase noise levels above the applicable standards of the City’s Noise Ordinance. Therefore, the Project’s noise impacts during demolition of the existing building would be potentially significant and will be analyzed further in the EIR.

As the Project would not introduce any new operational noises to the Site, there would be no operational noise impacts and no further analysis of operational noise in the EIR is required.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The Project would require the use of heavy construction equipment for demolition and hauling that has the potential to cause groundborne vibration and noise.

Sensitive receptors in the Project vicinity include, but are not limited to, the residential uses located north of the Project Site on Saltair Avenue and Saltair Terrace, and Brentwood Presbyterian School located at 12000 San Vicente Boulevard (approximately 200 feet southwest of the Project Site). As such, the Project would have the potential to generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. The Project's groundborne vibration and noise impacts during demolition and hauling would be potentially significant and will be analyzed further in the EIR.

The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project and no future development of the Site is proposed and/or considered as part of the Project. Thus, the Project would not introduce any new operational groundborne vibration or noise impacts and no further analysis of this topic in the EIR is required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located within an airport land use plan or within two miles of a public airport or public use airport. Santa Monica Airport is located approximately three miles southeast of the Project Site. Further, there are no private airstrips in the vicinity of the Project Site. Therefore, no impact would occur and no further analysis of this topic in the EIR is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The demolition activities will occur over a seven week period and will require approximately 10 construction workers during any given week. The patterns of construction workers in Southern California are such that it is not likely that the workers for the Project will relocate their households as a consequence of being employed to conduct the Project's demolition work. The construction industry differs from most other industry sectors in several ways: (1) there is no regular place of work; (2) many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills; and (3) the work requirements for most construction project are highly specialized. The Project-related demolition activities would not represent a permanent or substantial new employment generator that would result in substantial unplanned population growth either directly or indirectly. No impact would occur and no further analysis of this issue in the EIR is required.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The existing building

is a commercial use that has been vacant and fenced since 2017. Thus, the Project would not displace any housing or residents, as there is no housing on the Project Site. Therefore, no impact would occur and no further analysis of this issue in the EIR is required.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Fire protection?

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Site has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site, which is broken down into 130 cubic yards of asbestos debris, and 4,044 cubic yards of non-asbestos material. Assuming trucks with a capacity of 15 cubic yards, and 10 working days for the asbestos abatement, results in an average of approximately one truck trip per day (round trip) during the asbestos abatement period. During the remainder of demolition (26 working days), the removal of 4,044 cubic yards would result in an average of approximately 10 truck trips (round trips) per day. In addition, a small number of trips would result from the approximately 10 workers who would be on-site at any given time during demolition. The proposed demolition activities, including parking for workers as well as staging, would be confined to the Project Site. Finally, the Project would comply with the allowable construction hours contained in the LAMC, which are 7:00 AM – 9:00 PM Monday through Friday, and 8:00 AM – 6:00 PM on Saturday. No demolition activities would take place on Sundays. Therefore, the Project would result in a minimal amount of traffic (including from workers and trucks hauling debris) over the course of the seven-week demolition period. Further, Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for

avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. As such, the limited amount of traffic during demolition would have a negligible effect with respect to fire response vehicles.

Demolition activities associated with the Project may temporarily increase demand for fire protection and emergency medical services and cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking, exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings. Demolition activities would be required to comply with all applicable federal, State, and City regulations related to fire safety, including federal regulations under the Occupational Safety and Health Acts (29 Code of Federal Regulations, Part 1926 Subpart F), the California Building Code (California Code of Regulations, Title 24), and the City's Fire Code (LAMC Chapter V, Article 7). To comply with Cal-OSHA and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.⁴⁵ Additionally, demolition activities would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. City and State regulations and code requirements would, in part, require personnel to be trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials. Thus, compliance with regulatory requirements would effectively reduce the potential for Project demolition activities to expose people to the risk of fire or explosion related hazardous materials and non-hazardous combustion materials.

The Project would be primarily served by Fire Station No. 19, which is located at 12229 Sunset Boulevard, approximately 0.7-mile northwest of the Project Site. In addition, Fire Station Nos. 37 and 59 are also in the vicinity of the Project Site (approximately 1.4 miles and 2.3 miles from the Project Site, respectively) and would be available for fire protection services. Based on the proximity of the Project Site to Fire Station No. 19, the Project would meet the response distance requirements of the LAFD. Further, pursuant to LAMC Section 91.106.4.8, LADBS, the Los Angeles Department of Transportation (LADOT), and the Bureau of Street Services have developed "Good Neighbor Construction Practices" to minimize the potential negative impact of construction projects on the surrounding community. The Project will comply with these practices. The practices related to potential transportation impacts include: (i) parking construction vehicles whenever possible on-site to prevent congestion on streets; (ii) providing flag persons to assist with pedestrian and vehicular traffic if temporarily blocking portions of streets for delivery of

⁴⁵ California Code of Regulations, Subchapter 4 Construction Safety Orders, Article 36 Fire Protection and Prevention, <https://www.dir.ca.gov/title8/1920.html> accessed July 2, 2020.

construction materials; and (iii) ensuring any required street closures do not take place during peak traffic hours.

Lastly, in *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 883, the Court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with the provision to ensure that public safety services are provided.⁴⁶ The *Hayward* ruling also concluded that, “assuming the city continues to perform its obligations, there is no basis to conclude that the project will cause a substantial adverse effect on human beings,” and the “need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate.”⁴⁷ Thus in conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. the Board of Trustees of California State University* ruling, the City has and will continue to meet its legal constitutional obligations to provide adequate public safety services, including fire protection and emergency medical services.

Based on the above, Project demolition activities would not require the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain acceptable fire protection services. Therefore, impacts associated with construction of the Project on fire protection services would be less than significant and no further analysis of this topic in the EIR is required.

As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. The existing building has been vacant and fenced since 2017. No future development of the Site is proposed and/or considered as part of the Project. Thus, operational impact to fire protection facilities would be less than significant and no further analysis of this topic in the EIR is required.

b. Police protection?

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Site has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

Demolition of the building would result in the removal of approximately 4,174 cubic yards of debris from the Project Site, which is broken down into 130 cubic yards of asbestos debris, and 4,044

⁴⁶ [City of Hayward v. Board of Trustees of California State University \(2015\) 242 Cal. App. 4th 833, 887.](#)

⁴⁷ [City of Hayward v. Board of Trustees of California State University \(2015\) 242 Cal. App. 4th 833, 843.](#)

cubic yards of non-asbestos material. Assuming trucks with a capacity of 15 cubic yards, and 10 working days for the asbestos abatement, results in an average of approximately one truck trip per day (round trip) during the asbestos abatement period. During the remainder of demolition (26 working days), the removal of 4,044 cubic yards would result in an average of approximately 10 truck trips (round trips) per day. In addition, a small number of trips would result from the approximately 10 workers who would be on-site at any given time during demolition. The proposed demolition activities, including parking for workers as well as staging, would be confined to the Project Site. Finally, the Project would comply with the allowable construction hours contained in the LAMC, which are 7:00 AM – 9:00 PM Monday through Friday, and 8:00 AM – 6:00 PM on Saturday. No demolition activities would take place on Sundays. Therefore, the Project would result in a minimal amount of traffic (including from workers and trucks hauling debris) over the course of the seven-week demolition period. Further, Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. As such, the limited amount of traffic during demolition would have a negligible effect with respect to police response vehicles.

The Project Site is served by the West Los Angeles Community Police Station located at 1663 Butler Avenue, which is approximately 1.6 miles southeast of the Project Site. Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. When not properly secured, construction sites can contribute to a temporary increased demand for police protection services. Prior to demolition, pursuant to LADBS procedures, LADBS must approve plans for protection fences and canopies. The security fences will minimize the need for Los Angeles Police Department (LAPD) services and prevent trespassing and theft during demolition activities. Thus, potential impacts associated with theft and vandalism during demolition activities would be less than significant. Overall, during demolition, Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

Lastly, in *City of Hayward v. Board of Trustees of California State University* (2015) 242 Cal. App. 4th 883, the Court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection and emergency medical services, and that it is reasonable to conclude that the city will comply with the provision to ensure that public safety services are provided.⁴⁸ The *Hayward* ruling also concluded that, “assuming the city continues to perform its obligations, there is no basis to conclude that the project will cause a substantial adverse effect on human beings,” and the “need for additional fire protection services is not an environmental impact that CEQA requires a project proponent to mitigate.”⁴⁹ Thus in conformance with the California Constitution Article XIII, Section 35(a)(2) and the *City of Hayward v. the Board of Trustees of California State University* ruling, the City has and will continue to meet

⁴⁸ [City of Hayward v. Board of Trustees of California State University \(2015\) 242 Cal. App. 4th 833, 887.](#)

⁴⁹ [City of Hayward v. Board of Trustees of California State University \(2015\) 242 Cal. App. 4th 833, 843.](#)

its legal constitutional obligations to provide adequate public safety services, including police protection services.

Based on the above, Project demolition activities would not require the addition of a new police station or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain acceptable police protection services. Therefore, impacts associated with construction of the Project on police protection services would be less than significant and no further analysis of this topic in the EIR is required.

As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. The existing building has been vacant and fenced since 2017. No future development of the Site is proposed and/or considered as part of the Project. After the existing building has been demolished, LADBS procedures also require an 8-foot chain link fence to border the Project Site to prevent unauthorized entry to the vacant lot. Thus, operational impact to police protection facilities as a result of the Project would be less than significant and no further analysis of this topic in the EIR is required.

c. Schools?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Project will be temporary in nature, lasting for approximately seven weeks, and will employ approximately 10 construction workers during any given week on the Project Site.

The patterns of construction workers in Southern California are such that it is not likely that the workers for the Project will relocate their households as a consequence of the Project's demolition activities. The construction industry differs from most other industry sectors in several ways: (1) there is no regular place of work; (2) many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills; and (3) the work requirements for most construction project are highly specialized. The Project-related construction would not represent a permanent or substantial new employment generator that would cause growth that would impact school facilities. Therefore, the Project would not include any employment or population growth that would require the addition of a new school or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain acceptable school facilities. No impact would occur and no further analysis of this issue in the EIR is required.

As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. The existing building has been

vacant and fenced since 2017. No future development of the Site is proposed and/or considered as part of the Project. Thus, there would be no operational impact to educational facilities as a result of the Project. Therefore, operational Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

d. Parks?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Project will be temporary in nature, lasting for approximately seven weeks, and will employ approximately 10 construction workers during any given week on the Project Site.

The patterns of construction workers in Southern California are such that it is not likely that the workers for the Project will relocate their households as a consequence of the Project's demolition activities. The construction industry differs from most other industry sectors in several ways: (1) there is no regular place of work; (2) many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills; and (3) the work requirements for most construction project are highly specialized. Construction workers are more likely to use recreational facilities near their places of residence. The Project-related construction would not represent a permanent or substantial new employment generator that would result in population growth that would require the addition of a new park or recreation facility or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain acceptable recreation facilities. Therefore, the Project would not include any population growth that would generate a demand for recreational and park facilities. No impact would occur and no further analysis of this issue in the EIR is required.

As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. The existing building has been vacant and fenced since 2017. No future development of the Site is proposed and/or considered as part of the Project. Thus, there would be no operational impact to recreational facilities as a result of the Project. Therefore, operational Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

e. Other public facilities?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Project will be

temporary in nature, lasting for approximately seven weeks, and will employ approximately 10 construction workers during any given week on the Project Site.

The patterns of construction workers in Southern California are such that it is not likely that the workers for the Project will relocate their households as a consequence of the Project's demolition work. The construction industry differs from most other industry sectors in several ways: (1) there is no regular place of work; (2) many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills; and (3) the work requirements for most construction project are highly specialized. Construction workers are more likely to use libraries near their places of residence. The Project-related construction would not represent a permanent or substantial new employment generator that would require the addition of a new library or the expansion, consolidation, or relocation of an existing facility, the construction of which would cause significant environmental effects, in order to maintain acceptable library facilities. Therefore, the Project would not include any population growth that would generate a demand for library facilities. No impact would occur and no further analysis of this issue in the EIR is required.

As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. The existing building has been vacant and fenced since 2017. No future development of the Site is proposed and/or considered as part of the Project. Thus, there would be no operational impact to library facilities as a result of the Project. Therefore, operational Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The Project will be temporary in nature, lasting for approximately seven weeks, and will employ approximately 10 construction workers during any given week on the Project Site. As analyzed above under Threshold XV(d), Construction workers are more likely to use recreational facilities near their places of residence and the Project demolition activities would not represent a permanent or substantial new employment generator that would result in permanent population growth that would impact recreational and park facilities. Thus, the Project demolition activities would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur and no further analysis of this issue in the EIR is required.

As stated above, the Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. The existing building has been vacant and fenced since 2017. No future development of the Site is proposed and/or considered as part of the Project. Thus, there would be no operational impact to recreational facilities as a

result of the Project. Therefore, operational Project impacts would be less than significant and no further analysis of this topic in the EIR is required.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project, and the Project would therefore not introduce any uses to the Project Site that would require access to park facilities. After demolition activities are completed, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain.

As the site will be vacant (once demolition activities are complete), the Project does not include any recreation facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur and no further analysis of this issue in the EIR is required.

XVII. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, or ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. Section 2.1.2 of LADOT's Transportation Assessment Guidelines (TAG, July 2020) provides screening criteria for this threshold. For any project requiring a discretionary approval, an affirmative answer to any of the following screening questions triggers a need to assess whether the project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Does the project require a discretionary action that requires the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan?

The Project consists solely of the demolition of the Barry Building and no future development of the Site is proposed and/or considered as part of the Project. The only discretionary action required for the Project is related to the demolition of the existing building, which would not require the decision maker to find that the decision substantially conforms to the purpose, intent, and provisions of the General Plan.

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multi modal transportation options or public safety?

The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not generate any traffic and would not conflict with any transportation plan, policy, or program adopted to support multi modal transportation options or public safety.

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb lines, etc.)?

The Project consists solely of the demolition of the Barry Building; the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project is not required to make any modifications to the public right-of-way, nor is the Project proposing any modifications to the public right-of-way.

Therefore, in compliance with LADOT's Transportation Assessment Guidelines (TAG) (July 2020), while the Project would require a discretionary approval, the Project would not require further analysis to assess whether the Project would conflict with plans, programs, ordinances, or policies. No impact would occur and no further analysis of this issue in the EIR is required.

b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

No Impact. In accordance with CEQA Guidelines Section 15064.3(b), LADOT's TAG establish the guidelines and methodology for assessing transportation impacts for development projects based on the updated CEQA guidelines from the State of California that require transportation impacts to be evaluated based on VMT rather than level of service (LOS) or any other measure of a project's effect on automobile delay.

The VMT analysis is intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. This encourages development that shortens the distance between housing, jobs, and services, increases the availability of affordable housing options proximate to public transit, offers attractive non-vehicular transportation alternatives, provides strong transportation demand management programs, and promotes walking and bicycling trips.

As discussed in Section 2.2.2, Screening Criteria, of the TAG, if a development project requires a discretionary approval and the answer is no to either of the questions below, further analysis is not warranted and a "no impact" determination can be made for XVII Threshold b.

Would the land use project generate a net increase of 250 or more daily vehicle trips?

The Project consists solely of the demolition of the Barry Building, but the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not result in any daily vehicle trips.

Would the project generate a net increase in daily VMT?

The Project consists solely of the demolition of the Barry Building, but the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. Therefore, the Project would not result in a net increase in daily VMT. Therefore, no impact would occur and no further analysis is required.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The building has been vacant and fenced since 2017. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

The Project does not include any geometric design features or incompatible uses and the demolition plans would be reviewed by LADBS and LAFD during the City's plan review process to ensure all applicable safety requirements are met. The roadways adjacent to the Project Site are part of the existing roadway network and contain no sharp curves or dangerous intersections. In addition, development of the Project would not result in roadway improvements such that safety hazards would be introduced adjacent to the Project Site. No new driveways are proposed, and once demolition activities are complete, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. The Site would be fenced, and will include the timely installation of a landscape buffer planted along the fence, consistent with the requirements of the San Vicente Scenic Corridor Specific Plan. Therefore, no impact with respect to hazardous design features would occur and no further analysis of this topic in the EIR is required.

d. Result in inadequate emergency access?

Potentially Significant Impact. A significant impact may occur if a project does not provide emergency access meeting the requirements of the LAFD or in any other way threatens the ability of emergency vehicles to access and serve the Project Site or adjacent uses. According to the Safety Element of the General Plan (Exhibit H), San Vicente Boulevard is a selected disaster route. The Project consists solely of the demolition of the existing building, but no future development of the Site is proposed and/or considered as part of the Project. In addition, all

demolition and staging would be confined to the Project Site, and the Project would not require any road closures nor would the Project alter any public rights-of-way. As discussed above, LADBS, LADOT, and the Bureau of Street Services have developed “Good Neighbor Construction Practices” to minimize the potential negative impact of construction projects on the surrounding community. The Project will comply with these practices. The practices related to potential transportation impacts include: (i) parking construction vehicles whenever possible on-site to prevent congestion on streets; (ii) providing flag persons to assist with pedestrian and vehicular traffic if temporarily blocking portions of streets for delivery of construction materials; and (iii) ensuring any required street closures do not take place during peak traffic hours. Further, Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. As such, the limited amount of traffic during demolition would have a negligible effect with respect to emergency response vehicles. Nevertheless, the EIR will provide further discussion of the Project’s potential to impact emergency access during demolition, including a discussion of the inclusion of a Construction Traffic Management Plan. As no future development of the Site is proposed and/or considered as part of the Project, it would not result in any operational impacts with respect to emergency access, and no further analysis of operational impacts in the EIR is required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact. As discussed above, the Project includes the demolition of the Barry Building, which is Los Angeles Historic-Cultural Monument No. 887. In its determination of historical significance, the Barry Building was determined to exhibit character-defining features of “mid-century” California modern architecture. However, while the Barry Building is listed on a local register of historical resources, it would not be considered a tribal cultural resource as defined in

Public Resources Code Section 21074. Therefore, no impact would occur and no further analysis of this topic in the EIR is required.

Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources (TCRs), as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of an MND or EIR on or after July 1, 2015. PRC Section 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment. To help determine whether a project may have such an effect, PRC Section 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings for the administrative record.

The Project solely consists of the demolition of the existing commercial building, but the surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The demolition will include removal of existing utilities, which are approximately two to five feet underground. A Sacred Lands File (SLF) search was conducted with the NAHC (included in Appendix D of this Initial Study) with negative results. As the Project Site would only be excavated to remove the existing utilities (approximately two to five feet underground), and would only disturb soils that have been previously disturbed by past development activities, it is unlikely that tribal cultural resources would be discovered during demolition

The Project will comply with all required notification and consultation under AB 52. Under AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Notification letters pursuant to AB 52 were mailed on July 27, 2020, and therefore, the EIR will provide additional discussion about the Project's potential impacts with respect to tribal cultural resources. At the time of publishing of the Initial Study, one tribe has responded requesting consultation and the City has scheduled a consultation call with that tribe.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

During demolition, limited water (for dust control activities) and electricity resources would be required. Demolition and construction activities typically do not involve the consumption of natural

gas, the need for telecommunications infrastructure, or result in the generation of wastewater that would need to be treated by wastewater treatment infrastructure that serves the Project Site.

Upon completion of the demolition activities, the portion of the Site that currently contains the Barry Building would be dirt and the existing surface parking lot would remain. The Site would be fenced, and will include the timely installation of a landscape buffer planted along the fence, consistent with the requirements of the San Vicente Scenic Corridor Specific Plan. The Project Site would therefore not require electricity, natural gas, or telecommunications capabilities, nor would the Project generate wastewater or increase storm water drainage. The Project would require a limited amount of water to water the landscape buffer, and the water would be supplied via available connections in San Vicente Boulevard. Therefore, the Project would not require or result in the relocation or construction of new or expanded facilities, the construction of which could cause significant environmental effects. No impact would occur and no further analysis of this topic in the EIR is required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project. The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California. These sources, along with recycled water, supply the City's current and future water needs.

The Project would require a limited amount of water for dust control during demolition activities. Based on a ratio of 3,020 gallons of water/acre/day,⁵⁰ the Project would require approximately 1,842 gallons of water (0.0056 acre feet) per day during demolition.⁵¹ The Los Angeles Department of Water and Power (LADWP), through its Urban Water Management Plan (Exhibit 11B), anticipates its projected water supplies will meet demand through the year 2035 for a single dry year, multiple dry years, and an average (normal) weather year. In 2020, LADWP estimates that the available water supply in 2020 (for an average weather year) would be approximately 611,800 acre feet. The Project would not require any water beyond the demolition period, with the exception of a limited amount of water to water the landscape buffer planted along the fence. Therefore, LADWP would be able to supply water for the Project's demolition activities based on its existing supply. Based on the limited amount of water required during the demolition activities,

⁵⁰ Air & Waste Management Association, Air Pollution Engineering Manual, 1992 Edition.

⁵¹ This is a conservative estimate, as dust control activities would not be required for the entirety of the Project Site (as the existing parking lot would remain) and may not occur on every day of Project activities.

no impact with respect to water supply would occur, and no further analysis of this topic in the EIR is required.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project and the Site has been vacant since 2017. Any wastewater generated during demolition activities would be accommodated by portable restrooms and not by the existing wastewater infrastructure that serves the Project Site. Therefore, the Project would not result in the generation of any wastewater, and therefore would not affect the capacity of facilities that serve the Project Site. As such, no impact would occur and no further analysis of this topic in the EIR is required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The 0.61-acre Project Site is currently improved with an existing two-story, approximately 13,956 square foot commercial building commonly referred to as the Barry Building and a surface parking lot. The Project consists solely of the demolition of the Barry Building; the adjacent surface parking lot would not be demolished as part of the Project. No future development of the Site is proposed and/or considered as part of the Project.

California Assembly Bill (AB) 939, also known as the Integrated Waste Management Act, requires each county to prepare a countywide siting element that describes how the county and the cities within the county plan to manage the disposal of their solid waste for a 15-year planning period. The County of Los Angeles does this through their Integrated Waste Management Plan (IWMP). Landfills within the County are categorized as either Class III or unclassified landfills. Non-hazardous municipal waste is disposed of in Class III landfills, while inert waste such as construction waste are disposed of in unclassified landfills.⁵² The Azusa Land Reclamation facility is an unclassified landfill, which accepts asbestos containing materials and lead based paint and currently serves the County. The facility currently has 57.72 million tons of remaining capacity and an average daily disposal rate of 1,148 tons per day (tpd).⁵³ A Class III landfill currently serving the County is the Chiquita Canyon Landfill. According to the Countywide IWMP 2018

⁵² Inert waste is waste which is neither chemically or biologically reactive and will not decompose. Examples of this are sand and concrete.

⁵³ County of Los Angeles Countywide Integrated Waste Management Plan, 2018 Annual Report, December 2019, page 33.

Annual Report, the Chiquita Canyon Landfill has a remaining life of approximately 29 years based on the current Conditional Use Permit. It has approximately 59.75 million tons of remaining capacity, a maximum permitted daily intake of 12,000 tpd, and accepts approximately 2,307 tpd. Therefore, the Chiquita Canyon Landfill has a remaining daily capacity intake of approximately 9,693 tpd.⁵⁴

AB 939 also requires each city and county in the State to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, much of this material would be recycled and salvaged to the maximum extent feasible. Materials not recycled would be disposed of at local landfills. Compliance with AB 939 would require a minimum of 50 percent of demolition and construction debris to be recycled, and compliance with SB 1374 requires that the Project implement a construction waste management plan to recycle and/or salvage a minimum of 75 percent of non-hazardous demolition and construction debris. The Project would also be required to comply with the Citywide Construction and Demolition Debris Recycling Ordinance (Ordinance No. 181,519), the RENEW LA Plan, and the City of Los Angeles Solid Waste Integrated Resources Plan.

The Project involves the demolition of the existing commercial building, which is expected to generate a total of approximately 4,174 cy of debris (or 5,843,500 pounds or 2,922 tons), including 130 cubic yards of asbestos-containing material and 4,044 cubic yards of non-contaminated debris. The 130 cubic yards of asbestos-containing material would be entirely disposed of at the Azusa Land Reclamation Facility. Compliance with SB 1374 would require the recycling or salvaging of 75 percent of the remaining 4,044 cubic yards of debris. This would equate to approximately 1,011 cubic yards (or 404,400 pounds or 202 tons) that would be disposed of at a landfill over the course of the demolition activities.⁵⁵ Because of the recycling of most of the solid waste generated by the construction of the Project, short-term construction impacts to landfills and solid waste services would be less than significant.

Overall, there is sufficient landfill capacity to accommodate the solid waste generated by the demolition of the existing building, and impacts would be less than significant. No further analysis of this topic in the EIR is required.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste

⁵⁴ County of Los Angeles Countywide Integrated Waste Management Plan, 2018 Annual Report, December 2019, page 60.

⁵⁵ The conversion of cubic yards to pounds is based on rates provided by CalRecycle (<https://www.calrecycle.ca.gov/swfacilities/cdi/tools/calculations>) and assumes an average of 400 pounds per cubic yard.

management hierarchy consisting of (in order of priority): 1) source reduction; 2) recycling and composting; and 3) environmentally safe transformation and land disposal. Additionally, the City is currently implementing its “Zero-Waste-to-Landfill” goal to achieve zero waste to landfills by 2025 to enhance the Solid Waste Integrated Resources Planning Process. The Project would comply with the applicable regulations associated with solid waste, including AB 939 and SB 1374. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste. No impact would occur and no further analysis of this topic in the EIR is required.

XX. WILDFIRE

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	----------------------------------------------------	------------------------------	-----------

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project:

- | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is not located in or near a state responsibility area, within a City-designated Very High Fire Hazard Severity Zone,⁵⁶ or within a City-designated buffer zone.⁵⁷ Therefore, no impact regarding this topic would occur and no further analysis of this topic in the EIR is required.

⁵⁶ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

⁵⁷ City of Los Angeles, Safety Element of the Los Angeles General Plan, November 26, 1996, Exhibit D.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The Project Site is not located in or near a state responsibility area, within a City-designated Very High Fire Hazard Severity Zone,⁵⁸ or within a City-designated buffer zone.⁵⁹ Therefore, no impact regarding this topic would occur and no further analysis of this topic in the EIR is required.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. The Project Site is not located in or near a state responsibility area, within a City-designated Very High Fire Hazard Severity Zone,⁶⁰ or within a City-designated buffer zone.⁶¹ Therefore, no impact regarding this topic would occur and no further analysis of this topic in the EIR is required.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project Site is not located in or near a state responsibility area, within a City-designated Very High Fire Hazard Severity Zone,⁶² or within a City-designated buffer zone.⁶³ Therefore, no impact regarding this topic would occur and no further analysis of this topic in the EIR is required.

⁵⁸ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

⁵⁹ City of Los Angeles, Safety Element of the Los Angeles General Plan, November 26, 1996, Exhibit D

⁶⁰ City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

⁶¹ City of Los Angeles, Safety Element of the Los Angeles General Plan, November 26, 1996, Exhibit D

⁶² City of Los Angeles, ZIMAS Parcel Profile Report, website: <http://zimas.lacity.org>, February 14, 2020.

⁶³ City of Los Angeles, Safety Element of the Los Angeles General Plan, November 26, 1996, Exhibit D

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Based on the analysis contained in this Initial Study, the Project has the potential to result in significant impacts with regard to the issues addressed herein. The Project would not have the potential to result in any significant impacts with respect to biological resources. The existing on-site building that would be demolished as part of the Project is a City of Los Angeles Historic-Cultural Monument. Therefore, the EIR will further analyze whether the Project would have a significant impact on the existing historic resource and whether the Project would eliminate important examples of the major periods of California history.

b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with the impacts of related projects in proximity to the Project Site such that impacts occur that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other past, current, and/or reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR. Therefore, the potential for cumulative impacts related to air quality, cultural resources, greenhouse gas emissions, land use and planning, noise, transportation, and tribal cultural resources resulting from the Project in conjunction with the applicable related projects will be analyzed and documented in the EIR. The potential for significant cumulative impacts from the other environmental issues that are not to be evaluated and documented in the EIR can be assessed at this time. These cumulative impacts are concluded to be less than significant for those issues for which it has been determined that the Project’s incremental contribution would be less than significant. Therefore, only those aspects of the Project to be analyzed and documented in an EIR are concluded to have the potential for significant cumulative impacts.

With regards to cumulative effects with respect to aesthetics, agricultural resources, biological resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire, the Project’s incremental contribution to potential cumulative impacts would not be cumulatively considerable as the Project would either have no impact or a less than significant impact with respect to these topics, and therefore could not combine with other projects to result in cumulative impacts.

Therefore, cumulative impacts with respect to these areas would be less than significant, and no mitigation measures are required. No further analysis of these topics in the EIR is required. However, as indicated above, the EIR will address cumulative impacts associated with the remaining CEQA topic areas.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed above, the Project could result in environmental effects that could have substantial adverse effects on human beings, either directly or indirectly. As a result, these potential effects will be analyzed further in the EIR.

Appendix A:
Tree Report



**CITY OF LOS ANGELES TREE REPORT
11973 SAN VICENTE BOULEVARD
LOS ANGELES, CALIFORNIA 90049**

SUBMITTED TO:

**ANDREA S. WARREN, SENIOR ASSOCIATE
ALSTON & BIRD LLP
333 SOUTH HOPE STREET, 16TH FLOOR
LOS ANGELES, CALIFORNIA 90071**

PREPARED BY:

**CY CARLBERG
ASCA REGISTERED CONSULTING ARBORIST #405
ISA CERTIFIED ARBORIST #WE 0575A
ISA QUALIFIED TREE RISK ASSESSOR
CAUFC CERTIFIED URBAN FORESTER #013**

**JAMES SANCHEZ
ISA CERTIFIED ARBORIST #WE 9883A
ISA QUALIFIED TREE RISK ASSESSOR
CERTIFIED ENVIRONMENTAL HORTICULTURIST**

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072



**FEBRUARY 29, 2020
REV. NOVEMBER 2, 2020**

www.cycarlberg.com

CITY OF LOS ANGELES TREE REPORT

TABLE OF CONTENTS

COVER LETTER	12
TABLE 1 – TREE INVENTORY	2
EXHIBIT A – AERIAL IMAGE OF SUBJECT PROPERTY	3
EXHIBIT B – REDUCED COPY OF TREE LOCATION MAP	4
EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS	5
EXHIBIT D – MISCELLANEOUS NON-PROTECTED AND NON-SIGNIFICANT TREES	6
RESUMES	7



February 29, 2020 (rev. November 2, 2020)

Andrea S. Warren
Alston & Bird LLP
333 South Hope Street, 16th Floor
Los Angeles, California 90071

Re: The Barry Building - 11973 San Vicente Boulevard, Los Angeles, California 90049

Dear Ms. Warren,

This letter addresses our office's site visit of February 21, 2020 to the property known as The Barry Building, located at 11973 San Vicente Boulevard in Los Angeles, California. We were retained to visit the property and determine if any trees considered protected by the City of Los Angeles Tree Preservation Ordinance No. 177.44 were present. **None of the private property species are considered protected by the ordinance.** We inventoried four non-protected palm trees that are of "significant" size as defined by the City of Los Angeles Planning Department. The two City of Los Angeles rights-of-way trees in front of the building on San Vicente Boulevard were also inventoried but are not be affected by the project. The table on the following page sets forth the data for the four private property trees and two City rights-of-way trees. There are a number of trees and palms on the property that do not meet the size threshold for "significant." For clarification, the graphic on page 6 illustrates this plant material.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist
Principal, Carlberg Associates



Santa Monica Office
cy@cy Carlberg.com

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

TABLE 1 – TREE INVENTORY

Tree #	Common Name	Botanical Name	*Dbh(s) at 4.5 feet (inches)	Height (feet)	Canopy Spread (feet) NS/EW	Health Grade	Structure Grade	Protected Tree Y/N	Comments
1	Mexican fan palm	<i>Washingtonia robusta</i>	**BT-40'	45	10 x 10	B	B	No	slight crook in trunk halfway up
2	Chinese windmill palm	<i>Trachycarpus fortunei</i>	BT-20'	25	6 x 6	B	B	No	water stress, drying fronds, in planter
3	king palm	<i>Archontophoenix cunninghamiana</i>	BT-30'	35	6 x 6	B-	A	No	water stress, drying fronds, in planter
4	queen palm	<i>Syagrus romanzoffiana</i>	BT-35'	42	20 x 20	B	A	No	water stress, drying fronds, in planter
ST-5	London plane	<i>Platanus x acerifolia</i>	9	20	16 x 16	B	B	Yes	City of Los Angeles right-of-way tree
ST-6	London plane	<i>Platanus x acerifolia</i>	8	20	14 x 16	B	B	Yes	City of Los Angeles right-of-way tree

* dbh – diameter at breast height. A forestry term describing a tree trunk’s diameter measured at 4.5 feet above grade. Often used as a representation of tree size.

** BT – brown trunk. Because palms do not typically increase in trunk size with age, they are measured by their ‘brown trunk’ height – the distance between grade and the newest emerging palm spear.



EXHIBIT A - AERIAL IMAGE OF SUBJECT PROPERTY



Aerial image of subject property
11973 San Vicente Boulevard, Los Angeles
Image Source: Zimas



EXHIBIT B - REDUCED COPY OT TREE LOCATION MAP

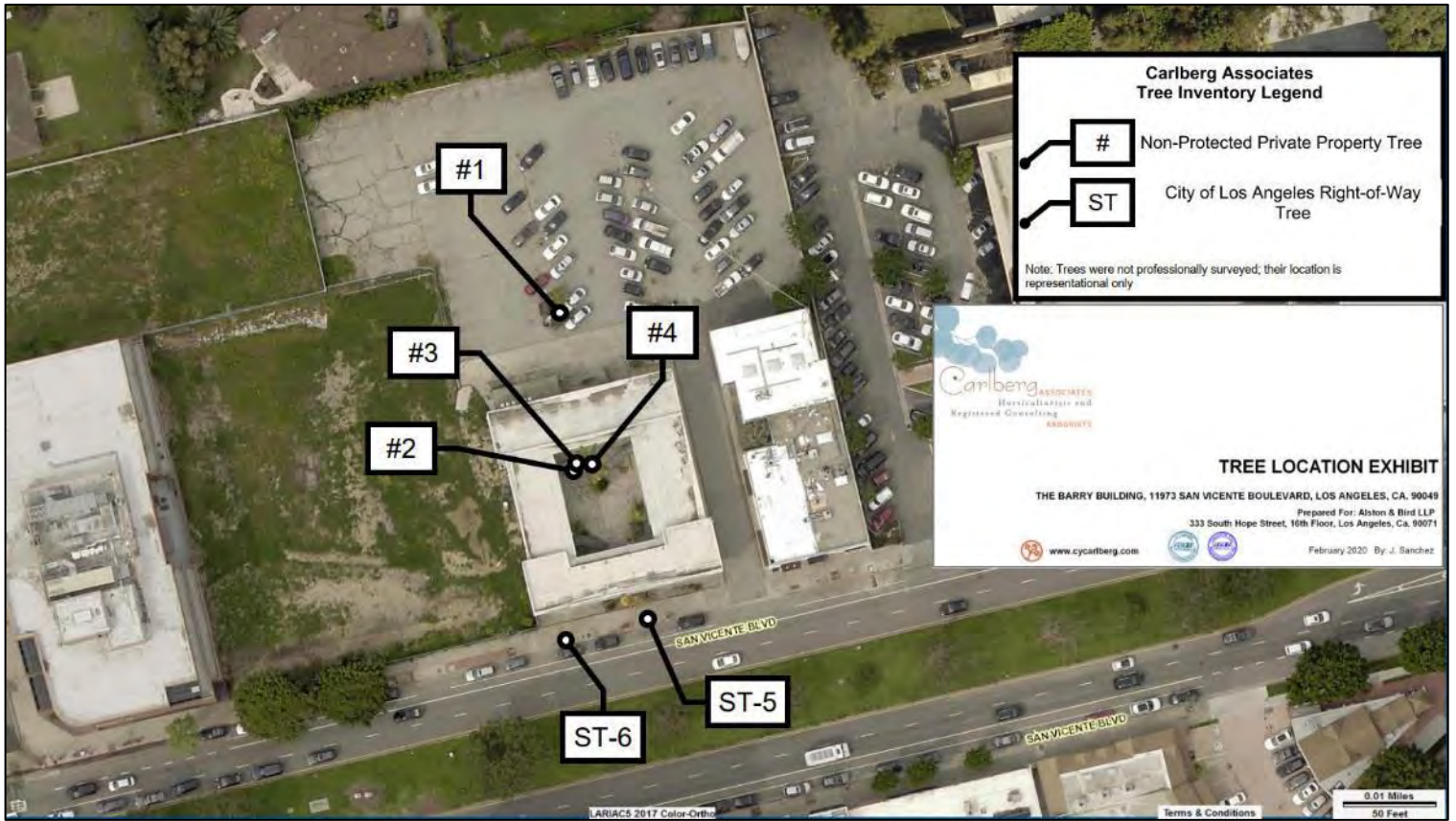


EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS



EXHIBIT D – GRAPHIC SHOWING TREES/PALMS NOT MEETING THE THRESHOLD OF 'SIGNIFICANT' STATUS



Showing the undersized trees and palms in front of the property (facing San Vicente Boulevard).



CY CARLBERG

CARLBERG ASSOCIATES

2402 California Avenue, Santa Monica, California 90403
(310) 453-TREE
cy@cycarlberg.com

Education B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985
Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002
Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012

Experience Consulting Arborist, Carlberg Associates, 1998-present
Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998
Director of Grounds, Scripps College, Claremont, 1988-1992

Certificates Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990
Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002
Certified Urban Forester (#013), California Urban Forests Council, 2004
Certified Tree Risk Assessor (#1028), International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health and risk assessment
- Master Planning
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Pest and disease identification
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens	The City of Claremont
The Los Angeles Zoo and Botanical Gardens	The City of Beverly Hills
The Rose Bowl and Brookside Golf Course, Pasadena	The City of Pasadena
Walt Disney Concert Hall and Gardens	The City of Los Angeles
The Art Center College of Design, Pasadena	The City of Santa Monica
Pepperdine University	Santa Monica/Malibu Unified School District
Loyola Marymount University	San Diego Gas & Electric
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd,	Los Angeles Department of Water and Power
Claremont Graduate University, Pitzer, Claremont University Center)	Rancho Santa Ana Botanic Garden, Claremont
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)	Latham & Watkins, LLP (attorneys at law)

AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005, 2014
- American Society of Consulting Arborists, Board of Directors, 2013-Present
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present



JAMES SANCHEZ
CARLBERG ASSOCIATES

828 Fifth Street, Suite 3, Santa Monica, California 90403
james@cycarlberg.com • m: 310.924.2246 • www.cycarlberg.com

<u>Education</u>	Graduate, Environmental Horticulture Program, El Camino College, Torrance, California, 2002 Graduate, Hawthorne High School, Hawthorne, California, 1995
<u>Experience</u>	Staff Arborist, Carlberg Associates, 2015-present Staff Arborist, Approved Tree Care, 2014-2015 Community Forester, Tree Musketeers, 2010-2014 Interior Plant Technician, Reliable Plant Service, 2008-2009 Exterior Plant Technician, Inner Gardens, 2006-2007 Exterior Plant Lead, Rolling Greens Nursery, 2005-2006 Nursery Foremen, Big Seven Nursery, 2001-2003
<u>Certificates</u>	Qualified Tree Risk Assessor, International Society of Arboriculture, 2017 Certified Arborist (#WE-9883A), International Society of Arboriculture, 2012 Environmental Horticulture Certificate, El Camino College, 2002

AREAS OF EXPERTISE

Mr. Sanchez is experienced in the following areas of tree management and preservation:

- Tree health assessment
- Tree inventories and reports to satisfy jurisdictional requirements
- Pest and disease identification
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Working with community and city leaders in large tree planting programs

PREVIOUS CONSULTING EXPERIENCE

Mr. Sanchez has performed tree inventories, health evaluations, and impact analyses for private developers, architects, engineers, and homeowners. He has over 14 years of experience in arboriculture and is trained in environmental horticulture. Representative clients include:

City of Pasadena	City of LA – Department of Water & Power
City of South Gate	Claremont Golf Course
Metropolitan Transit Authority	The New Home Company
E & S Ring, Inc.	William Carey University
Hollywood Forever Cemetery	City of Inglewood
Archdiocese of Los Angeles	Universal Hilton
City of Signal Hill	Gensler Architects
Kovac Architects	Marmol Radziner, Architects
City of Torrance	Rose Bowl Stadium
Ojai Valley Community Hospital	Aurora/Signature Health Services
The Kibo Group	Colfax Charter Elementary School
Monte Vista Grove Homes	Highpointe Communities
Google Venice	Snapchat
John Anson Ford Theater	Los Angeles Football Club
The Village Green, Baldwin Hills	Monte Cedro Senior Living
Camp Munz/Mendenhall	Southern California Edison
Hotel Figueroa	Howard Hughes Center
California State University, Long Beach	Katella High School, Anaheim
Pacific Charter School	Square One Homes
Mill Creek Development	EPT Landscape Architecture
Los Angeles Unified School District	Tim Barber, Ltd., Architects

AFFILIATIONS

Mr. Sanchez serves with the following national professional organizations:

- Member in good standing, International Society of Arboriculture, Western Chapter



Appendix B:
Archaeology Response Letter

South Central Coastal Information Center

California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395

California Historical Resources Information System

Los Angeles, Orange, Ventura and San Bernardino Counties

sccic@fullerton.edu

5/11/2020

SCCIC File #: 21261.7419

Sherrie Cruz
CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Re: Records Search Results for the 11973 San Vicente Boulevard Project

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Beverly Hills, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within project radius: 0
Built-Environment Resources	Within project area: 0 Within project radius: 9
Reports and Studies	Within project area: 2 Within project radius: 4
OHP Built Environment Resources Directory (BERD) 2019	Within project area: 0 Within ¼-mile radius: 1
California Points of Historical Interest (SPHI) 2019	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL) 2019	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG) 2019	Within project area: 0 Within ¼-mile radius: 0
National Register of Historic Places (NRHP) 2019	Within project area: 0 Within ¼-mile radius: 0

City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 1 #887 (see recommendations section) Within ¼-mile radius: 1
----------------------------------------------------------------	--------------------------------------------------------------------------------------

HISTORIC MAP REVIEW – Santa Monica, CA (1902, 1921) 15' USGS Historic maps indicated that in 1902 there was little in the area. There was one improved road and the area was known historically as San Vicente and Santa Monica. There were three intermittent streams, one of which ran through the project area. In 1921, there was marked development in the area with many roads and buildings. What appears to be tracks ran along what is present day San Vicente Blvd. There were oil wells to the southwest and the place name of Westgate Gardens. All other features remained the same.

RECOMMENDATIONS

*When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.

Completed in 1951, the Barry Building was designed by local architect Milton Caughey for owner David Barry. It quickly became an important part of the postwar commercial development of San Vicente Boulevard. The two-story, flat-roofed building is built around a central open courtyard, with very simple outward-facing façades. It has elements of the International Style and features simple lines, a horizontal orientation, and expanses of courtyard-facing windows. Curving, cantilevered stairways connect the second story to the courtyard below. The building's best-known occupant was Dutton's Bookstore, a fixture for over twenty years. The bookstore was so legendary that many people still refer to the building as Dutton's. The unusual courtyard layout exemplifies modern ideals of integrating indoor and outdoor spaces, in a rare commercial application. The property is listed on the City of Los Angeles Historic-Cultural Monuments register (LAHCM #887). The property has not been evaluated for state or federal registers, but could potentially be eligible. Further research, recordation, and evaluation for these registers by a qualified consultant is recommended prior to the approval of project plans.

The archaeological sensitivity of the project location is unknown because there are no previous archaeological studies for the subject property. Additionally, the natural ground-surface appears to be obscured by urban development; consequently, surface artifacts would not be visible during a survey. While there are currently no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. An archaeological monitor is recommended for any ground disturbing activities.

Finally, it is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may also request an archaeological monitor.

For your convenience, you may find a professional consultant** at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Stacy St. James
Stacy St. James
Digitally signed by
Stacy St. James
Date: 2020.06.17
09:30:04 -07'00'

Michelle Galaz
Assistant Coordinator

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Appendix C-1:
Geologic Hazard Evaluation

GEOLOGIC-SEISMIC HAZARD EVALUATION

**11973 & 11975 WEST SAN
VICENTE BOULEVARD
BRENTWOOD DISTRICT
LOS ANGELES, CALIFORNIA
TRACT: WESTGATE ACRES
LOTS: 51 (ARB 1),
52 AND 56 (ARB 3)**



GEOCON
WEST, INC.

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

PREPARED FOR

**ALSTON & BIRD, LLP
LOS ANGELES, CALIFORNIA**

PROJECT NO. W1188-06-01

JUNE 12, 2020



Project No. W1188-06-01
June 12, 2020

Ms. Andrea Warren
Alston & Bird, LLP
333 South Hope Street, 16th Floor
Los Angeles, CA 90071

Subject: REPORT OF GEOLOGIC-SEISMIC HAZARD EVALUATION
 11973 & 11975 WEST SAN VICENTE BOULEVARD
 BRENTWOOD DISTRICT
 LOS ANGELES, CALIFORNIA
 TRACT: WESTGATE ACRES; LOTS 51 (ARB 1), 52 AND 56 (ARB 3)

Dear Ms. Warren:



In accordance with your authorization of our proposal dated May 29, 2020, we have prepared this geologic-seismic hazard evaluation report for the subject property located at 11973 & 11975 West San Vicente Boulevard. The purpose of this evaluation was to address potential soils and geologic-seismic hazards that could impact the site. It is our understanding that this report will be used in preparation of the Initial Study for the project.

We understand that there is no construction planned at this time. However, if the property were to be developed in the future, we recommend that a comprehensive design level geotechnical investigation be performed prior to finalizing grading or structural plans. We also recommend that the results of the comprehensive geotechnical investigation be included in preparation of future environmental documents for a future proposed development.



We appreciate the opportunity to be of service to you. Please contact us if you have any questions regarding this report, or if we may be of further service.

Very truly yours,

GEOCON WEST, INC.



Susan F. Kirkgard
CEG 1754



Jelisa Thomas Adams
GE 3092

TABLE OF CONTENTS

1. INTRODUCTION AND SCOPE.....	1
2. BACKGROUND REVIEW	1
3. SITE DESCRIPTION AND PROPOSED PROJECT.....	2
4. GEOLOGIC SETTING	2
4.1 Regional Geology.....	2
4.2 Local Geology	2
4.3 Soil and Geologic Conditions.....	3
4.4 Groundwater Conditions	3
4.5 Faults.....	4
5. GEOLOGIC HAZARDS.....	5
5.1 Surface Fault Rupture.....	5
5.2 Seismicity	6
5.3 Seismic Design Criteria.....	7
5.4 Liquefaction	9
5.5 Slope Stability	9
5.6 Earthquake-Induced Flooding	9
5.7 Tsunamis, Seiches, and Flooding.....	10
5.8 Mineral Resources, Oil Fields & Methane Potential.....	10
5.9 Subsidence and Peat Oxidation	11
5.10 Volcanic Hazards	11
6. CONCLUSIONS	11

LIST OF REFERENCES

MAPS, TABLES, AND ILLUSTRATIONS

- Figure 1, Vicinity Map
- Figure 2, Site Plan
- Figure 3, Geologic Map
- Figure 4, Regional Fault Map
- Figure 5, Regional Seismicity Map

GEOLOGIC-SEISMIC HAZARDS EVALUATION

1. INTRODUCTION AND SCOPE

This report presents the results of geologic-seismic hazards evaluation for the property located at 11973 & 11975 West San Vicente Boulevard in the Brentwood District of the City of Los Angeles, California. The location of the property (site) is shown on Figure 1, Vicinity Map. The purpose of this study was to evaluate subsurface soil and geologic conditions and identify potential geologic or seismic hazards that could impact the site. It is our understanding that the report will be used in preparation of the Initial Study for the project that consists of demolishing the existing structure and underground utilities. No new construction is planned at this time. The project boundaries are shown on Figure 2, Site Plan.

The scope of our evaluation included a review available literature including geotechnical reports, fault investigation reports, and geologic maps pertinent to the geologic conditions at the site and in the immediately surrounding area. The literature review included documents contained in our in-house library and those available from the City of Los Angeles and the California Geological Survey. The Safety Element of the City of Los Angeles General Plan (1996) and the County of Los Angeles General Plan (1990) were also reviewed as part of this evaluation.

2. BACKGROUND REVIEW

Geocon West, Inc. (Geocon) previously performed a geotechnical investigation for a larger property (Geocon, 2009) that included the subject site. The previous investigation included drilling four 8-inch diameter hollow stem auger borings, two of which were located within the current project boundaries (borings B3 and B4). These borings were drilled to depths of 25½ and 30½ feet beneath the existing ground surface, and their approximate locations are shown on the Site Plan (see Figure 2).

The borings encountered artificial fill to depths of approximately 2 feet below the ground surface. The artificial fill generally consists of silty sand that is characterized as slightly moist and medium dense with some construction debris (brick and asphalt fragments). Older alluvial fan deposits were encountered beneath the fill soils that consist of interbedded silty sand and sandy silt. The alluvial soils are characterized as medium dense to very dense or firm to hard. Groundwater was not encountered to a depth of 30½ feet beneath the existing ground surface (maximum depth drilled).

3. SITE DESCRIPTION AND PROPOSED PROJECT

The property is currently occupied by a 2-story commercial structure, paved driving lanes and a paved parking lot (see Site Plan, Figure 2). The site is bounded by San Vicente Boulevard to the south, by a vacant lot and a paved parking lot to the west, by a paving driving lane to the east and by single-family residential structures to the north. The subject property is roughly level to gently sloping to the south. Surface water drainage at the site appears to be by sheet flow along the ground surface to the city streets. Vegetation on the site consists of grass, shrubs and trees located in planter areas.

It is our understanding that the proposed project will consist of demolishing the existing structure and underground utilities; no new construction is planned at this time. This report is intended to provide geologic-seismic hazard information to be used in preparation of the Initial Study for the project and is not intended for design purposes.

4. GEOLOGIC SETTING

4.1 Regional Geology

The site is located within the northwestern Los Angeles Basin, approximately one mile south of the Santa Monica Mountains and approximately 3.4 miles east of the Pacific Ocean. The Los Angeles Basin is a coastal plain between the Santa Monica Mountains to the north, the Puente Hills and Whittier Fault to the east, the Palos Verdes Peninsula and Pacific Ocean to the west and south, and the Santa Ana Mountains and San Joaquin Hills on the southeast. The basin is underlain by a deep structural depression which has been filled by both marine and continental sedimentary deposits, which is underlain by igneous and metamorphic basement rock (Yerkes et al., 1965). The structural depression within the central portion of the basin extends to a maximum depth of 32,000 feet below sea level.

Regionally, the site is located within the Transverse Ranges geomorphic province, near the boundary of the Peninsular Ranges geomorphic province. The Transverse Ranges is characterized by east-west geologic structures in contrast to the Peninsular Ranges that is characterized by northwest-trending geologic structures. The boundary between the two geomorphic provinces is the Santa Monica Fault Zone located approximately 0.5 mile south-southwest of the site as shown on Figure 3, Geologic Map.

4.2 Local Geology

Locally, the site is located on the Santa Monica Plain, an older elevated and dissected alluvial fan surface that is located along the southern flank of the Santa Monica Mountains and extends from the Pacific Ocean on the west to the Newport-Inglewood Fault Zone on the east (California Department of Water Resources [CDWR], 1961). The plain has been dissected by drainages originating in the Santa Monica Mountains including Sepulveda, Dry, Stone, and Brown Canyons and was formed by large coalescing fans originating from these canyons and other subsidiary drainages (CDWR, 1961).

As shown on Figure 3, the site is underlain by Pleistocene age alluvial fan deposits (designated Qof2), that are described as late Pleistocene age slightly to moderately consolidated silt, sand and gravel deposits that have been uplifted and removed from locus of recent sedimentation (Dibblee, 1991; CGS, 2018a). The fan surface can exhibit moderately to well-developed pedogenic soil development (CDWR, 1961).

4.3 Soil and Geologic Conditions

Based on published geologic maps and the geologic materials encountered in the previous borings onsite, the property is underlain by artificial fill that is in turn underlain by Pleistocene age older alluvial fan deposits (CGS, 2012; Campbell, 2014; Dibblee, 1991). The thickness of the artificial fill encountered in the previous site borings ranges was approximately 2 feet in depth.

The artificial fill generally consists of silty sand that is characterized as slightly moist and medium dense with some construction debris (brick and asphalt fragments). The fill is likely the result of past grading and construction activities at the site. Deeper fill may exist between excavations and in other portions of the site that were not directly explored.

The artificial fill is underlain by older alluvial fan deposits that consist of interbedded silty sand and sandy silt. The alluvial soils are characterized as medium dense to very dense or firm to hard.

4.4 Groundwater Conditions

The site is located within the Santa Monica Groundwater Basin (CDWR, 1961). The majority of groundwater wells within this basin are located south of Santa Monica Fault, in the area of young alluvial sediments, and are not representative of the groundwater conditions at the site (CDWR, 1961; LACDPW, 2020a). North of the Santa Monica Fault, on the older alluvial fan surface and in the site vicinity, only a few wells have been drilled and there is minimal groundwater level data available (CDWR, 1961; LACDPW, 2020a).

The closest monitoring wells to the site are Los Angeles County Department of Public Works (LACDPW) Well Nos. 2524, 2514, and 2544D. Groundwater level information for these wells is presented in the table on the following page.

Summary of Groundwater Monitoring Well Information

LACPD W Well No.	Monitoring Period		Most Recent Groundwater Level		Distance and Direction from Site	
	Date	Groundwater Level Fluctuation (depth in feet)	Depth to Water (feet)	Date	Distance (miles)	Direction
2524	1934 – 1989	57.8– 99.3	73.7	10/27/1989	0.35	NNW
2514	1972 - 1975	76.3 – 76.8	76.3	04/21/1975	0.90	WNW
2544D	1951 – 1989	31.1 – 92.1	72.0	10/27/1989	1.1	ENE

The available data from these wells suggests that groundwater levels in the local area have been variable since the 1930s. However, there is no recent groundwater data available that documents the depth to groundwater in the immediate area over the last 30 years.

Published groundwater contour maps by the California Geological Survey (CGS, formerly California Division of Mines and Geology [CDMG]) indicate that the historic high groundwater level in project area ranges between 25 and 30 feet below the ground surface (CDMG, 1998). This is consistent with the highest groundwater levels observed in nearby groundwater monitoring wells.

Groundwater was not encountered in the borings drilled at the site to a maximum depth of 30½ feet beneath the existing ground surface. Based on the historic high groundwater level in the immediate area and the lack of groundwater in the borings, groundwater is not anticipated to impact the project. However, it is not uncommon for groundwater levels to vary seasonally or for groundwater seepage conditions to develop where none previously existed, especially in impermeable fine-grained soils which are heavily irrigated or after seasonal rainfall. In addition, recent requirements for stormwater infiltration could result in shallower seepage conditions in the immediate site vicinity. Proper surface drainage of irrigation and precipitation should be incorporated into the project design.

4.5 Faults

The closest active fault to the Site is the Santa Monica Fault Zone (SMFZ). The SMFZ is a north-dipping oblique-reverse left-lateral fault that trends east-west along the base of the Santa Monica Mountains from the Santa Monica coastline on the west to Beverly Hills on the east. Much of the surface expression of the SMFZ is limited to fault-related geomorphic features, many of which have been destroyed by urbanization within the greater Los Angeles area. This has resulted in a poor understanding of the lateral extent, location, and rupture history of the SMFZ.

In the West Los Angeles area, including the immediate site vicinity, Dolan et al. (2000) identified the SMFZ based on a series of en echelon geomorphic fault scarps that separate an older, uplifted Pleistocene age surface on the north from a younger and lower Holocene alluvial surface on the south (see Figure 3).

In 2018, CGS issued the official Alquist-Priolo Earthquake Fault Zone (APEFZ) map for the Beverly Hills Quadrangle that covers the eastern projection of the Santa Monica Fault Zone into Beverly Hills (CGS, 2018b) and the western, on-shore portion of the fault as it trends through the Santa Monica and West Los Angeles areas. Prior to constructing a habitable structure within the official APEFZ, a site-specific fault rupture hazard investigation is required to evaluate the potential for surface fault rupture to impact the new structure. The site is not located within the official APEFZ for the Santa Monica Fault (CGS, 2018b).

5. GEOLOGIC HAZARDS

5.1 Surface Fault Rupture

The numerous faults in Southern California include Holocene-active, pre-Holocene, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (CGS, formerly known as CDMG) for the Alquist-Priolo Earthquake Fault Zone Program (CGS, 2018c). By definition, a Holocene-active fault is one that has had surface displacement within Holocene time (about the last 11,700 years). A pre-Holocene fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years) but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The site is not located within a state-designated Alquist-Priolo Earthquake Fault Zone (CGS, 2020a; CGS, 2020b; CGS, 2018b) for surface fault rupture hazards. No Holocene-active or pre-Holocene faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. However, the site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The faults in the vicinity of the site are shown in Figure 4, Regional Fault Map.

The closest surface trace of an active fault to the site is the Santa Monica Fault located approximately 0.5 mile (approximately 2,500 feet) to the south-southwest (CGS, 2018b). Other nearby active faults are the Newport-Inglewood Fault Zone and the Hollywood Fault located approximately 4.8 miles southeast and 5.0 miles east-northeast of the site, respectively (USGS, 2006; CGS, 2018b). The active San Andreas Fault Zone is located approximately 41 miles northeast of the site (USGS, 2006; Ziony and Jones, 1989).

Several buried thrust faults, commonly referred to as blind thrusts, underlie the greater Los Angeles area at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the Puente Hills Blind Thrust and the Northridge Thrust, respectively. These thrust faults are not exposed at the surface and do not present a potential surface fault rupture hazard at the site; however, these active features are capable of generating future earthquakes and could generate significant ground motion at the site.

5.2 Seismicity

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The seismicity of the region surrounding the site was formulated based on research of an electronic database of earthquake data. The epicenters of recorded earthquakes with magnitudes equal to or greater than 5.0 in the site vicinity are depicted on Figure 5, Regional Seismicity Map. A partial list of moderate to major magnitude earthquakes that have occurred in the Southern California area within the last 100 years is included in the following table.

LIST OF HISTORIC EARTHQUAKES

Earthquake (Oldest to Youngest)	Date of Earthquake	Magnitude	Distance to Epicenter (Miles)	Direction to Epicenter
Near Redlands	July 23, 1923	6.3	70	E
Long Beach	March 10, 1933	6.4	42	SE
Tehachapi	July 21, 1952	7.5	72	NNW
San Fernando	February 9, 1971	6.6	25	NNE
Whittier Narrows	October 1, 1987	5.9	22	E
Sierra Madre	June 28, 1991	5.8	30	ENE
Landers	June 28, 1992	7.3	117	E
Big Bear	June 28, 1992	6.4	94	E
Northridge	January 17, 1994	6.7	12	NNW
Hector Mine	October 16, 1999	7.1	131	ENE
Ridgecrest	July 5, 2019	7.1	128	NNE

Based on the historical seismicity of the Los Angeles area and the location of nearby faults, the site could be subjected to severe ground shaking in the event of an earthquake. This hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

5.3 Seismic Design Criteria

The following table summarizes site-specific design criteria obtained from the 2019 California Building Code (CBC; Based on the 2018 International Building Code [IBC] and ASCE 7-16), Chapter 16 Structural Design, Section 1613 Earthquake Loads. The data was calculated using the online application *Seismic Design Maps*, provided by OSHPD. The short spectral response uses a period of 0.2 second. We evaluated the Site Class based on the discussion in Section 1613.2.2 of the 2019 CBC and Table 20.3-1 of ASCE 7-16. The values presented below are for the risk-targeted maximum considered earthquake (MCE_R).

2019 CBC SEISMIC DESIGN PARAMETERS

Parameter	Value	2019 CBC Reference
Site Class	D	Section 1613.2.2
MCE_R Ground Motion Spectral Response Acceleration – Class B (short), S_s	1.992g	Figure 1613.2.1(1)
MCE_R Ground Motion Spectral Response Acceleration – Class B (1 sec), S_1	0.713g	Figure 1613.2.1(2)
Site Coefficient, F_A	1	Table 1613.2.3(1)
Site Coefficient, F_V	1.7*	Table 1613.2.3(2)
Site Class Modified MCE_R Spectral Response Acceleration (short), S_{MS}	1.992g	Section 1613.2.3 (Eqn 16-36)
Site Class Modified MCE_R Spectral Response Acceleration – (1 sec), S_{M1}	1.212g*	Section 1613.2.3 (Eqn 16-37)
5% Damped Design Spectral Response Acceleration (short), S_{DS}	1.328g	Section 1613.2.4 (Eqn 16-38)
5% Damped Design Spectral Response Acceleration (1 sec), S_{D1}	0.808g*	Section 1613.2.4 (Eqn 16-39)
<p>Note: *Per Section 11.4.8 of ASCE/SEI 7-16, a ground motion hazard analysis shall be performed for projects for Site Class “E” sites with S_s greater than or equal to 1.0g and for Site Class “D” and “E” sites with S_1 greater than 0.2g. Section 11.4.8 also provides exceptions which indicates that the ground motion hazard analysis may be waived provided the exceptions are followed. Using the code-based values presented in the table above, in lieu of a performing a ground motion hazard analysis, requires the exceptions outlined in ASCE 7-16 Section 11.4.8 be followed.</p>		

The table below presents the mapped maximum considered geometric mean (MCE_G) seismic design parameters for projects located in Seismic Design Categories of D through F in accordance with ASCE 7-16.

ASCE 7-16 PEAK GROUND ACCELERATION

Parameter	Value	ASCE 7-16 Reference
Mapped MCE_G Peak Ground Acceleration, PGA	0.849g	Figure 22-7
Site Coefficient, F_{PGA}	1.1	Table 11.8-1
Site Class Modified MCE_G Peak Ground Acceleration, PGA_M	0.934g	Section 11.8.3 (Eqn 11.8-1)

The Maximum Considered Earthquake Ground Motion (MCE) is the level of ground motion that has a 2 percent chance of exceedance in 50 years, with a statistical return period of 2,475 years. According to the 2019 California Building Code and ASCE 7-16, the MCE is to be utilized for the evaluation of liquefaction, lateral spreading, seismic settlements, and it is our understanding that the intent of the Building code is to maintain “Life Safety” during a MCE event. The Design Earthquake Ground Motion (DE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years.

Deaggregation of the MCE peak ground acceleration was performed using the USGS online Unified Hazard Tool, 2014 Conterminous U.S. Dynamic edition (v4.2.0). The result of the deaggregation analysis indicates that the predominant earthquake contributing to the MCE peak ground acceleration is characterized as a 6.86 magnitude event occurring at a hypocentral distance of 8.23 kilometers from the site.

Deaggregation was also performed for the Design Earthquake (DE) peak ground acceleration, and the result of the analysis indicates that the predominant earthquake contributing to the DE peak ground acceleration is characterized as a 6.70 magnitude occurring at a hypocentral distance of 12.36 kilometers from the site.

Conformance to the criteria in the above tables for seismic design does not constitute any kind of guarantee or assurance that significant structural damage or ground failure will not occur if a large earthquake occurs. The primary goal of seismic design is to protect life, not to avoid all damage, since such design may be economically prohibitive.

5.4 Liquefaction

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The current standard of practice, as outlined in the “Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California” and “Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California” requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A review of the State of California Seismic Hazard Zone Map for the Beverly Hills Quadrangle (CDMG, 1999; CGS, 2018b) indicates that the site is not located in an area designated as having a potential for liquefaction. Also, the site is underlain by dense Pleistocene age alluvial fan deposits that are not prone to liquefaction. Based on these considerations, it is our opinion that the potential for liquefaction and associated ground deformations at the site is considered low.

5.5 Slope Stability

The site and adjacent sites are relatively flat to sloping gently to the south. The site is located within a City of Los Angeles Hillside Grading Area but is not located within a city-designated Hillside Ordinance Area (City of Los Angeles, 2020). A review of the State of California Seismic Hazard Zone Map for the Beverly Hills Quadrangle (CDMG, 1999; CGS, 2018b) indicates the site is not located within an area identified as having a potential for seismic slope instability. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the project is considered very low.

5.6 Earthquake-Induced Flooding

Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. The Los Angeles County Safety Element (Leighton, 1990) indicates that the site is not located within a designated dam inundation area. Therefore, the potential for inundation at the site, as a result of an earthquake-induced dam failure, is considered low.

5.7 Tsunamis, Seiches, and Flooding

The site is located approximately 3.4 miles from the Pacific Ocean at an elevation of approximately 315 to 319 feet above mean sea level (USGS, 1966). The site is not located within a County of Los Angeles Tsunami Inundation Zone (Leighton 1990) or a State of California Tsunami Inundation Area (California Geological Survey, 2009). Therefore, tsunamis are not considered a significant hazard at the site.

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. No major water-retaining structures are located immediately up gradient from the site. Flooding from a seismic-induced seiche is considered unlikely.

The majority of the site is located within an area of minimal flooding (Zone X) as defined by the Federal Emergency Management Agency (LACDPW, 2020b; FEMA, 2020). The southern portion of the site is located within a Flood Zone X (0.2%), defined as an area with a 0.2% chance of annual flooding (500 year floodplain). Therefore, the potential for flooding adversely impacting the project is considered very low.

5.8 Mineral Resources, Oil Fields & Methane Potential

The alluvial deposits underlying the site are not suitable as a potential source of aggregate. Additionally, our review of published aggregate resources indicates the site is not within an area of historic aggregate production.

Based on a review of the California Geologic Energy Management Division (CalGEM) Well Finder Website (CalGEM, 2020), the site is not located within the boundaries of an oil field and no oil wells are located in the immediate site vicinity.

Since the site is not in an area of current or historical aggregate mining and is outside the limits of an active or historic oil field, the currently proposed project or future development of the property would not result in the loss of potential aggregate, mineral resources, or petroleum resources.

The site is not located within a Methane Zone or Methane Buffer Zone as defined by the City of Los Angeles (2020). Considering the site location outside of the boundaries of known oil fields and outside of the city-designated Methane Zone or Methane Buffer Zone, the potential for methane or other volatile gases to impact the property is considered low.

5.9 Subsidence and Peat Oxidation

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The area surrounding the site is not within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the immediate site vicinity. There appears to be little or no potential for ground subsidence due to withdrawal of fluids or gases at the site.

Oxidation of peat deposits can result in a corresponding loss of volume, creating a potential for settlement in areas where structures or compacted fill are planned. Considering the geologic conditions at the site and the surrounding area and the local geomorphology, peat is not anticipated to be present at the site. Also, peat deposits were not encountered in the borings drilled as part of the previous site-specific geotechnical investigation at the site. Therefore, the probability of hazards associated with peat oxidation impacting the project is considered very low.

5.10 Volcanic Hazards

The site is not subject to any known volcanic hazards. The nearest Quaternary age volcanic fields are located about 130 miles to the north near Little Lake and the Coso Mountains. Another area of recent volcanic activity is located about 190 miles to the northeast at Amboy and Pisgah Craters.

6. CONCLUSIONS

No soil or geologic conditions were identified that would adversely impact the proposed project. Groundwater is neither expected to be encountered during demolition or have a detrimental effect on the project.

There is a potential for erosion of soils during site preparation and demolition activities. However, the potential for erosion can be reduced by implementation of erosion control measures in accordance with current City of Los Angeles guidelines.

Based on the available geologic data, no active or potentially active faults with the potential for surface fault rupture are known to be located beneath or projecting toward the project site. Therefore the potential for surface rupture at the site is considered very low.

The potential for other geologic hazards such as liquefaction, landsliding, seismic slope instability and other slope stability hazards, subsidence, peat oxidation, flooding, seiches, inundation, tsunamis, methane gas, and volcanic hazards, to impact the proposed project is considered very low. Also, the potential for loss of mineral resources as a result of the proposed project is considered very low.

The site is located in the seismically active region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, there are no structures currently planned at the site as part of the proposed project. Therefore, the effects of potential ground shaking at the site are not anticipated to have an adverse impact on the proposed project. If structures are planned at the site as part of a future project, the effects of ground shaking can be mitigated by proper engineering design and construction in conformance with current building codes and engineering practices.

This report is intended to evaluate the potential for geologic and seismic hazards to impact the proposed project for use in planning and preparation of an Initial Study for the project and is not intended for design purposes.

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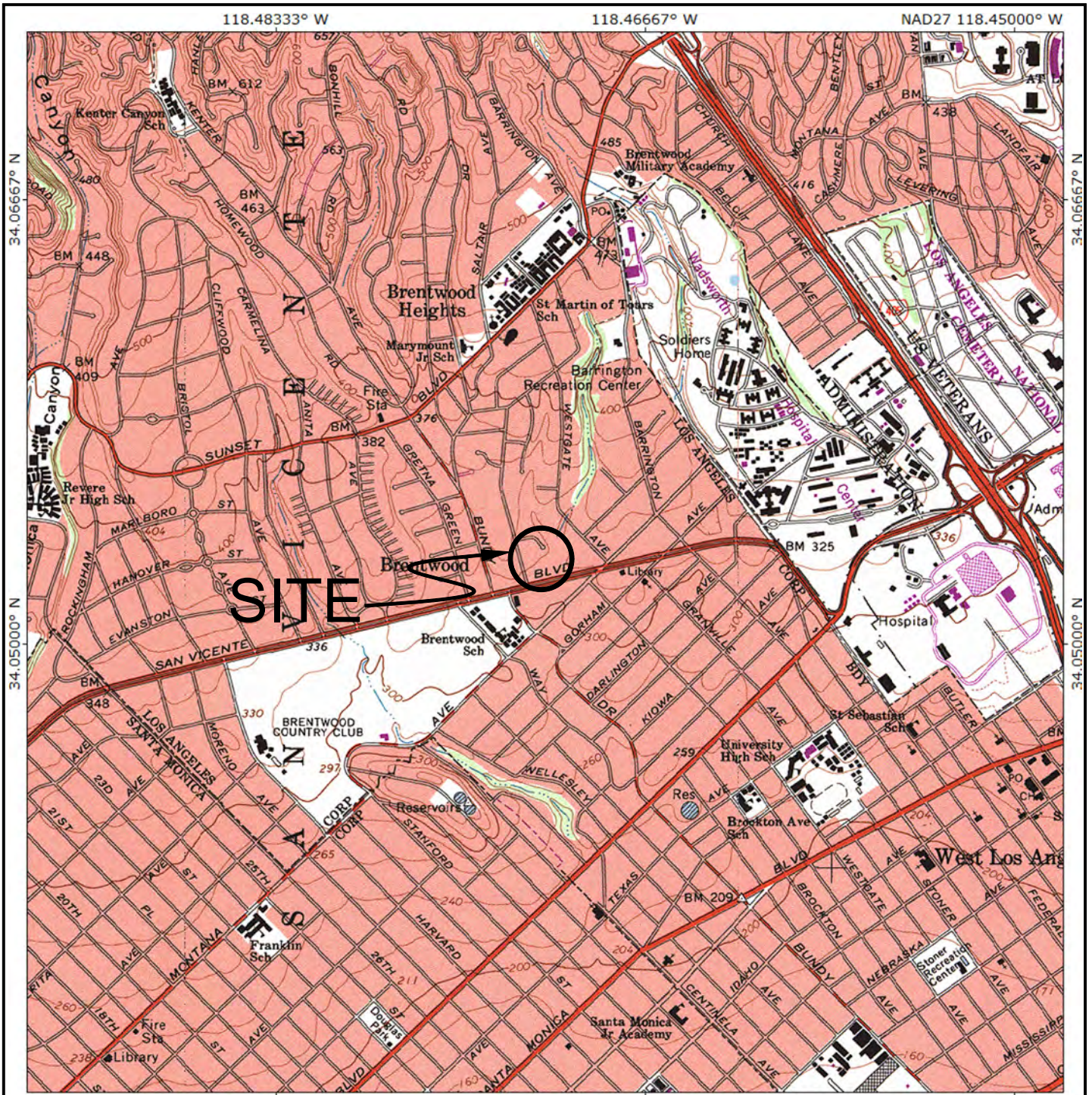
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REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, BEVERLY HILLS, CA QUADRANGLE

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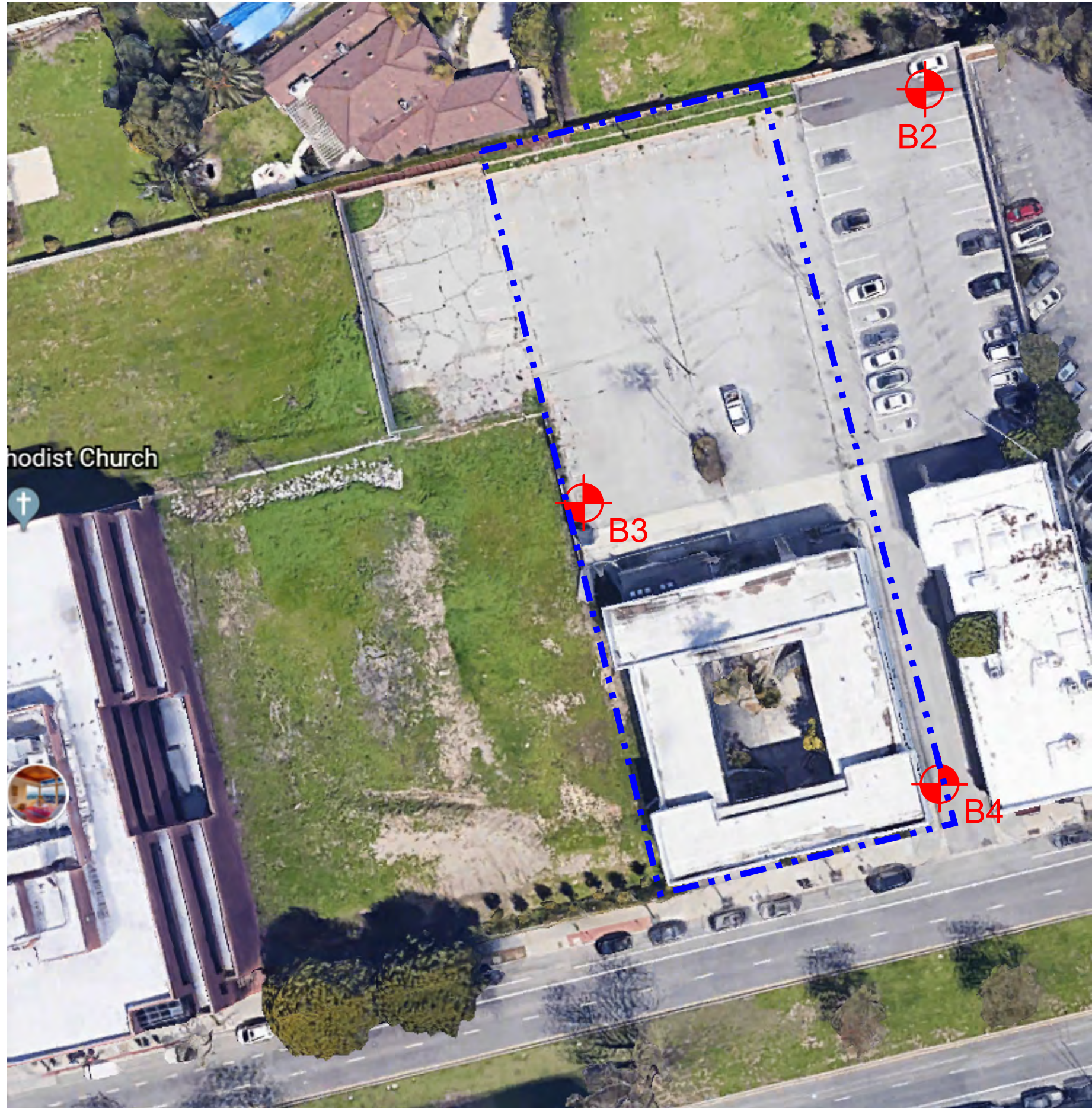
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PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: JA	CHECKED BY: SFK
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VICINITY MAP

11973 & 11975 SAN VICENTE BOULEVARD
LOS ANGELES, CALIFORNIA

JUNE 2020	PROJECT NO. W1188-06-01	FIG. 1
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LEGEND

 Approximate Location of Property Line

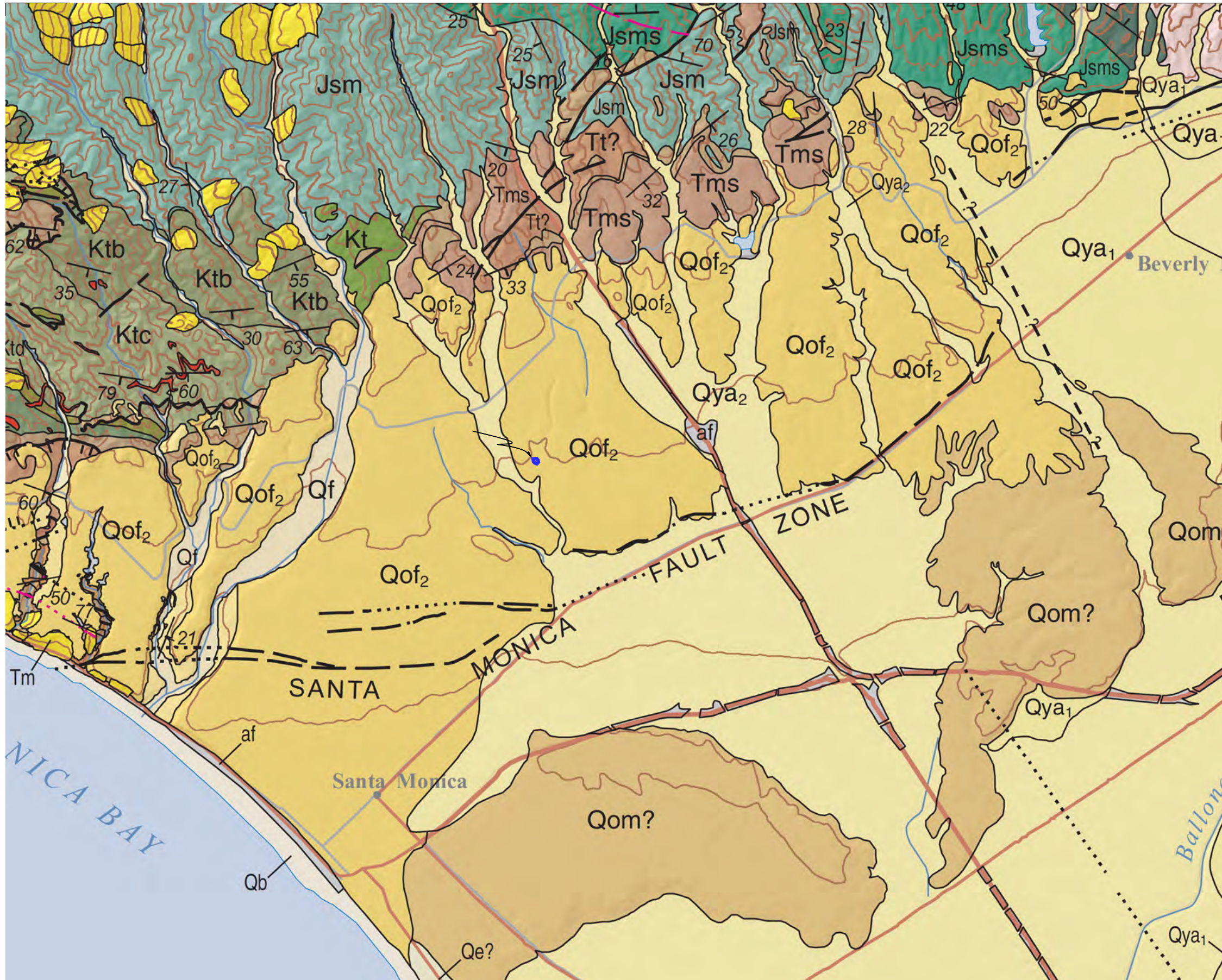
 Approximate Location of Boring (Geocon 2009)
B4

Note: B1 located beyond map limits.

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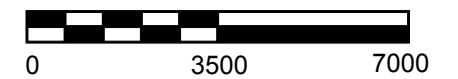
SITE PLAN		
11973 & 11975 SAN VICENTE BOULEVARD LOS ANGELES, CALIFORNIA		
JUNE 2020	PROJECT NO. W1188-06-01	FIG. 2

NO SCALE



LEGEND

- af - Artificial Fill
- Qe - Eolian Deposits (Late Holocene)
- Qf - Alluvial Fan Deposits (Holocene)
- Qb - Beach Deposits (Holocene)
- Qya1 - Alluvium (Late Holocene to Early Pleistocene)
- Qya2 - Alluvium (Late Holocene to Early Pleistocene)
- Qof2 - Alluvial Fan Deposits (Pleistocene Age)
- Qom - Shallow Marine Deposits (Pleistocene Age)
- Tt - Topanga Formation (Miocene)
- Tms - Modelo Formation (Miocene)
- Kt - Tuna Canyon Formation (Cretaceous)
- Jsm - Santa Monica Slate (Jurassic)
- Jsms - Santa Monica Spotted Slate (Jurassic)



MAP REFERENCE: C.G.S., 2014, PRELIMINARY GEOLOGIC MAP OF THE LOS ANGELES 30'x60' QUADRANGLE, CALIFORNIA

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GEOLOGIC SITE MAP

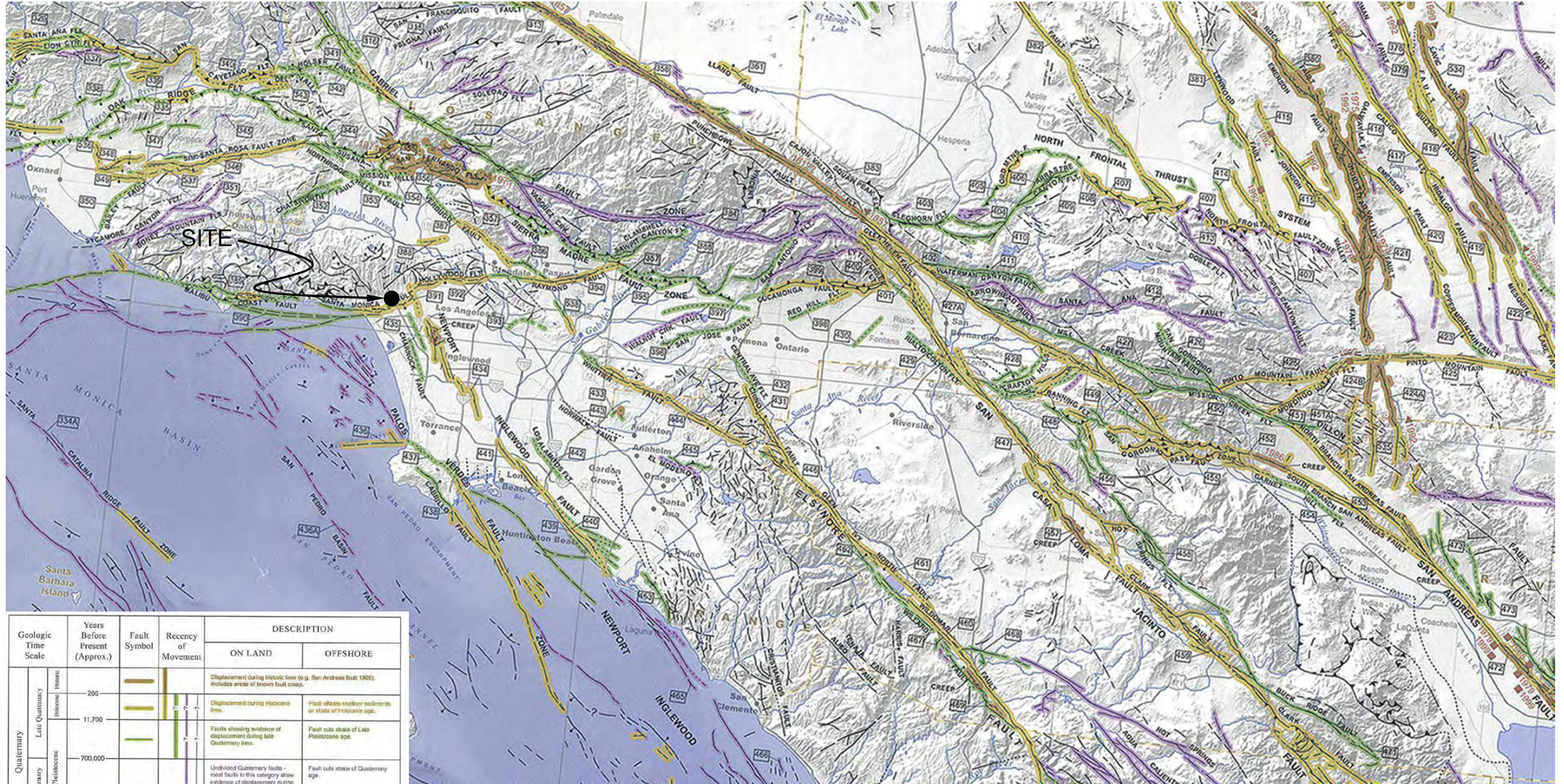
11973 & 11975 SAN VICENTE BOULEVARD
LOS ANGELES, CALIFORNIA

JUNE 2020

PROJECT NO. W1188-06-01

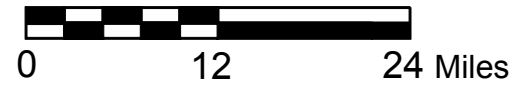
FIG. 3

Reference: Jennings, C.W. and Bryant, W. A., 2010, Fault Activity Map of California, California Geological Survey Geologic Data Map No. 6.



Geologic Time Scale	Years Before Present (Approx.)	Fault Symbol	Recency of Movement	DESCRIPTION	
				ON LAND	OFFSHORE
Quaternary	Recent			Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.	
	Holocene			Displacement during Holocene time.	Fault offsets stratifer sediments or strata of Pleistocene age.
	Late Quaternary			Faults showing evidence of displacement during late Quaternary time.	Fault cuts strata of Late Pleistocene age.
Pre-Quaternary	Early Quaternary			Undisplaced Quaternary faults - most faults in this category show evidence of displacement during the last 1,600,000 years; possible exceptions are faults which displace rocks of undifferentiated Plio-Pleistocene age.	Fault cuts strata of Quaternary age.
	4.5 billion (Age of Earth)			Faults without recognized Quaternary displacement or showing evidence of no displacement during Quaternary time. Not necessarily inactive.	Fault cuts strata of Pliocene or older age.

* Quaternary now recognized as extending to 2.6 Ma (Walker and Gessman, 2009). Quaternary faults in this map were established using the previous 1.8 Ma criterion.



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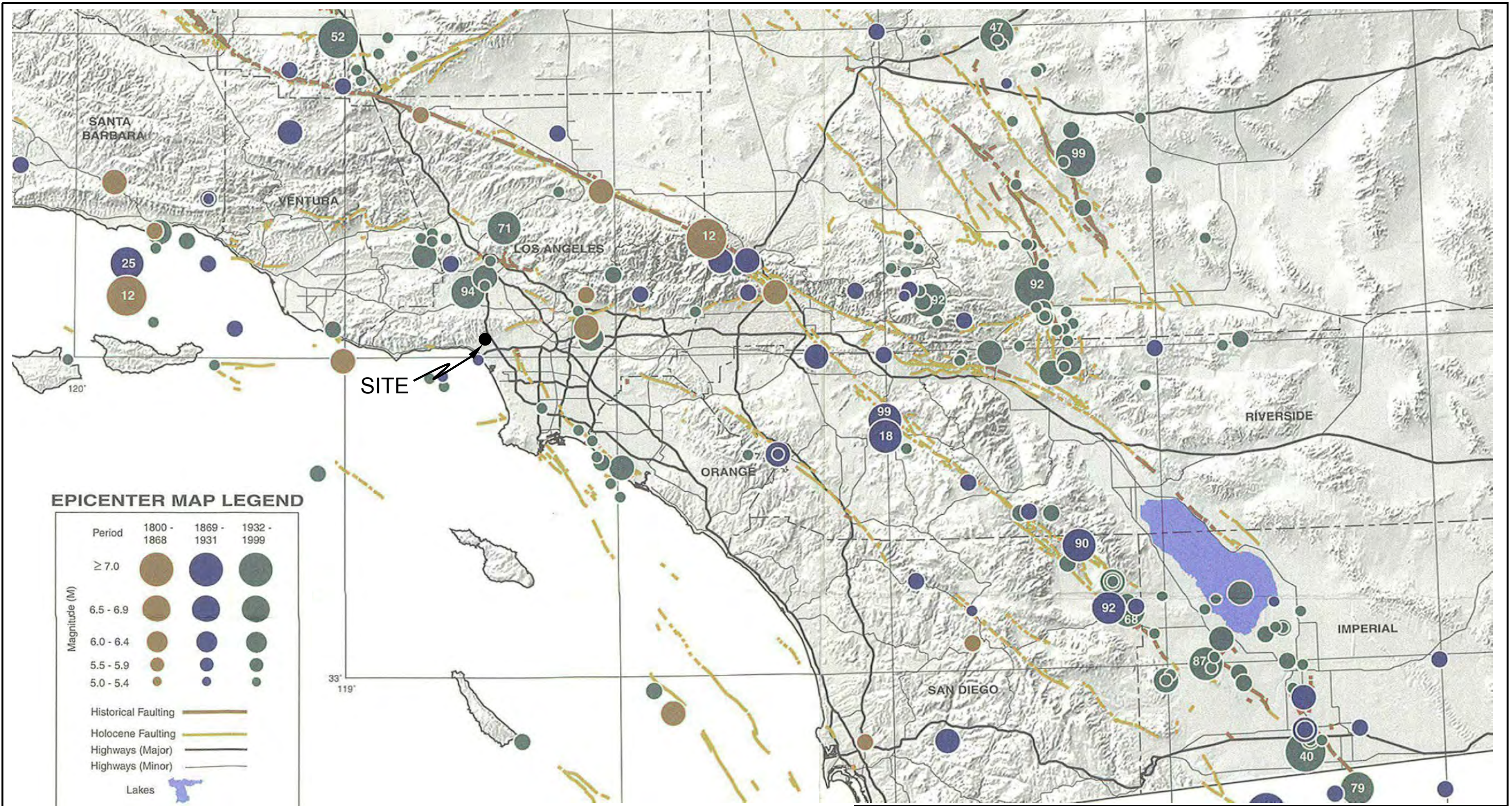
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REGIONAL FAULT MAP

11973 & 11975 SAN VICENTE BOULEVARD
 LOS ANGELES, CALIFORNIA

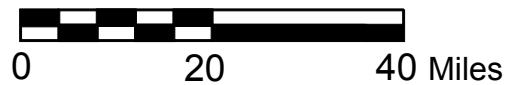
JUNE 2020 PROJECT NO. W1188-06-01 FIG. 4



EPICENTER MAP LEGEND

Period	1800 - 1868	1869 - 1931	1932 - 1999
Magnitude (M)			
≥ 7.0			
6.5 - 6.9			
6.0 - 6.4			
5.5 - 5.9			
5.0 - 5.4			
Historical Faulting			
Holocene Faulting			
Highways (Major)			
Highways (Minor)			
Lakes			
	Last two digits of M ≥ 6.5 earthquake year		

Reference: Topozada, T., Branum, D., Petersen, M., Hallstrom, C., Cramer, C., and Reichle, M., 2000, Epicenters and Areas Damaged by M≥5 California Earthquakes, 1800 - 1999, California Geological Survey, Map Sheet 49.



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REGIONAL SEISMICITY MAP

1973 & 11975 SAN VICENTE BOULEVARD
LOS ANGELES, CALIFORNIA

JUNE 2020

PROJECT NO. W1188-06-01

FIG. 5

Appendix C-2:
Paleontology Response Letter

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org



Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

27 March 2020

CAJA Environmental Services, LLC
15350 Sherman Way, Suite 315
Van Nuys, CA 91406

Attn: Sherrie Cruz

re: Paleontological resources for the Vertebrate Paleontology Records Check for
paleontological resources for the proposed 11973 San Vicente Boulevard Project,
in the City of Los Angeles, Los Angeles County, project area

Dear Sherrie:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the Vertebrate Paleontology Records Check for paleontological resources for the proposed 11973 San Vicente Boulevard Project, in the City of Los Angeles, Los Angeles County, project area as outlined on the portion of the Beverly Hills USGS topographic quadrangle map that you sent to me via e-mail on 13 March 2020. We do not have any fossil vertebrate localities that lie directly within the proposed project area boundaries, but we do have localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth.

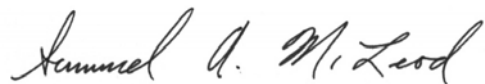
According to geologic mapping, originally there may have been a drainage through most of the proposed project area that contained surface material of younger Quaternary Alluvium. Otherwise, surficial deposits in the proposed project area would consist of older Quaternary alluvium, derived as alluvial fan deposits from the Santa Monica Mountains to the north. These deposits typically do not contain significant vertebrate fossils in the very upper-most layers in this vicinity, but at relatively shallow depth may well contain significant fossil vertebrate remains from older Quaternary deposits. Our closest vertebrate fossil locality in these older Quaternary deposits is LACM 5462, almost due south of the proposed project area along Pennsylvania

Avenue just south of Olympic Boulevard. Locality LACM 5462 is particularly noteworthy because a specimen of extinct lion, *Felis atrox*, was recovered from this locality at a depth of only six feet below the surface. At almost the same distance but to the east-northeast of the proposed project area, south of Wilshire Boulevard between Thayer and Westholme Avenues, our older Quaternary locality LACM 5833 produced fossils of horse, *Equus*, kangaroo rat, *Dipodomys*, wood rat, *Neotoma*, meadow vole, *Microtus*, and pocket gopher, *Thomomys*, at shallow but unstated depth. A little further almost due east of the proposed project area, south of Olympic Boulevard between Avenue of the Stars and Century Park East, our older Quaternary locality LACM 5501 produced fossil specimens of pond turtle, *Clemmys marmorata*, dog, *Canis*, and horse, *Equus*, at shallow but unstated depth and localities LACM 3355 and 3821, east-northeast of the proposed project area near the intersection of Wilshire Boulevard and Bedford Drive, produced specimens of fossil horse, *Equus*, and even-toed ungulates, Artiodactyla, at a depth of 40 feet below the surface.

Surface grading or very shallow excavations in the proposed project area probably will not uncover significant vertebrate fossil remains. Excavations that extend down below about five feet, however, may well encounter significant fossil vertebrate specimens. Any substantial excavations below the uppermost layers in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Sediment samples from the proposed project area should also be collected and processed to determine the small fossil potential of the site. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,



Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

Appendix D:
Sacred Lands File Search

NATIVE AMERICAN HERITAGE COMMISSION

March 20, 2020

Sherrie Cruz
City of Los Angeles

Via Email to: sherrie@ceqa-nepa.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, 11973 San Vicente Boulevard Project, Los Angeles County

Dear Ms. Cruz:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;



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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,



Steven Quinn
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
3/20/2020

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed 11973 San Vicente Boulevard Project, Los Angeles County.

EXHIBIT 6

Los Angeles Department of Building and Safety

Certificate Information: 11991 W SAN VICENTE BLVD 1-9 90049

Application / Permit 13019-30000-02220
Plan Check / Job No. B13WLO3076
Group Building
Type Bldg-Demolition
Sub-Type Commercial
Primary Use (16) Retail
Work Description Demolition of an existing commercial building at rear of property. Demo by handwreck, sewer is require, fence and clear the lot.
Permit Issued Issued on 2/13/2014
Issuing Office West Los Angeles
Current Status Permit Finaled on 5/19/2017

Permit Application Status History

Submitted	8/23/2013	APPLICANT
Assigned to Plan Check Engineer	8/23/2013	HAMILTON CHING
Corrections Issued	8/23/2013	HAMILTON CHING
Plan Check Approved	12/19/2013	CHIHARU SUZUKI
Issued	2/13/2014	LADBS
Permit Expired-Status Void	3/10/2016	APPLICANT
Re-Activate Permit	5/18/2017	DANIEL MC AULIFFE
Permit Finaled	5/18/2017	DANIEL MC AULIFFE

Permit Application Clearance Information

CPC	Cleared	12/18/2013	GREGORY SHOOP
Miscellaneous	Cleared	12/18/2013	GREGORY SHOOP
Specific Plan	Cleared	12/18/2013	GREGORY SHOOP
ZA Case	Cleared	12/18/2013	GREGORY SHOOP
ZA Case	Cleared	12/18/2013	GREGORY SHOOP
ZA Case	Cleared	12/18/2013	GREGORY SHOOP

Contact Information

Contractor	Greenleaf Engineering; Lic. No.: 789510-A	18685 MAIN STREET A - 371 HUNTINGTON BEACH, CA 92648
------------	-------------------------------------------	------------------------------------------------------

Inspector Information

TED RIES, (310) 914-3914	Office Hours: 7:00-8:00 AM MON-FRI
--------------------------	------------------------------------

Pending Inspections

No Data Available.

Inspection Request History

Final	5/18/2017	Permit Finaled	DANIEL MC AULIFFE
-------	-----------	----------------	-------------------

EXHIBIT 7

Case Summary & Documents

Case Number Ordinance Zoning Information CPC Cards ZA Cards

Case Number: Format: AA-YYYY-1234 Example: ZA-2011-3269

Case Number: CPC-2009-1064-GPA-VZC-HD-SP-CUB-ZV-SPR
Case Filed On: 04/06/2009
Accepted For Review On: 04/20/2012
Assigned Date:
Staff Assigned:
Hearing Waived / Date Waived : No
Hearing Location: WEST LA
Hearing Date : 05/14/2012 10:00 AM
CPC Action: WITHDRAWN
CPC Action Date: 12/16/2013
End of Appeal Period:
Appealed: No
BOE Reference Number: 0
Case on Hold?: Yes

Primary Address

Address	CNC	CD
642 S SALTAIR AVE 90049		11

[View All Addresses](#)

Project Description: GENERAL PLAN AMENDMENT AND ZONE AND HEIGHT DISTRICT CHANGE.
Applicant: MR. CHARLES T. MUNGER [Company:]
Representative: MR. JOEL MILLER [Company: PSOMAS]

[View Related Cases](#)

Permanent Link: <https://planning.lacity.org/pdiscaseinfo/caseid/MTczMDcw0>

Approved Documents		Initial Submittal Documents	
1 Approved Documents found for Case Number: CPC-2009-1064-GPA-VZC-HD-SP-CUB-ZV-SPR			
Type	Scan Date	Signed	
▼ Initial Actions (1)			
Withdrawal Request	1/6/2014		View

HELPFUL LINKS

- [City of Los Angeles](#)
- [City Departments and Bureaus](#)
- [Department of City Planning](#)

PLANNING TOOLKIT



EXHIBIT 8



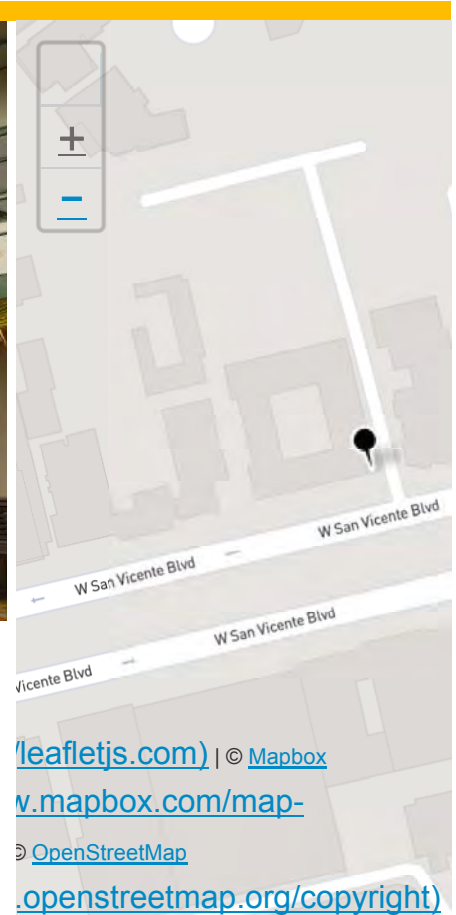
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Preserving the historic places that make L.A. County unique. [Learn More >](#)



Photo by Adrian Scott Fine/L.A. Conservancy



Barry Building



[\(/modern\)](#)

[Issue Overview](#) | [Issue Background](#) | [Our Position](#)

[How You Can Help](#)

[Saving Places](#)

[\(/Saving-Places\)](#)

Despite more than eighty comment letters submitted on the draft EIR urging

Through a deliberate act of no maintenance and removal of historic features, the owner is seeking demolition, with public comments due by December 21, 2020

Background: About This Place

Barry Building

[\(/locations/barry-building\)](/locations/barry-building)

Project Info

**Green Hollow Square
Project**

**Elected Representative:
City Councilmember
Mike Bonin, District 11
Development Approval
Process:**

**The owner withdrew his
request for entitlements
in October 2013, and no
new plans have been
submitted. The**

for the retention of the Barry Building as part of the new project, the final EIR called for the demolition of the modernist landmark, which is designated as Los Angeles Historic-Cultural Monument #887.

The project also included an optional design feature for a mid-block turn lane across the Coral Tree Median in front of the project site. Allowing the removal of some coral trees and creating a new mid-block crossing would have set a precedent and could have had a cumulative impact on the continuous, uninterrupted nature of this linear monument (HCM #148).

The property's owner, Charles T. Munger, sought to raze the Barry Building to make way for the Green Hollow Square project, which would have contained over 73,000 square feet of retail, restaurant, and office space in three new, two-story buildings on San Vicente Boulevard. As proposed, the Barry Building would have been demolished to make way for one of the new buildings -- even though the Barry Building's scale, massing, and arrangement of retail spaces is remarkably similar to what would have replaced it.

The EIR did include a Preservation Alternative that would reuse the Barry Building for retail space while retaining its landmark designation. Despite this

[Important Issues
\(/important-issues\)](/issues/important-issues)

[Urgent
\(/issues/urgent\)](/issues/urgent)

[Active
\(/issues/active\)](/issues/active)

[Watch List
\(/issues/watch-list\)](/issues/watch-list)

[Saved
\(/issues/saved\)](/issues/saved)

[Resolved
\(/issues/resolved\)](/issues/resolved)

[Lost
\(/issues/lost\)](/issues/lost)

[2020 Study:
Preservation
Positive Los
Angeles \(/study-
preservation-
positive-los-
angeles\)](/study/preservation-positive-los-angeles)

[2020 CD 4 Virtual
Preservation
Town Hall \(/2020-
cd-4-virtual-
preservation-
town-hall\)](/2020-cd-4-virtual-preservation-town-hall)

[Community
Leadership Boot
Camp
\(/community-
leadership-boot-
camp\)](/community-leadership-boot-camp)

[Preservation by
City \(/saving-
places/preservation-
by-city\)](/saving-places/preservation-by-city)


[Preservation
Report Card
\(/report-card\)](/report-card)

[L.A.
Neighborhoods
\(/la-
neighborhoods\)](/la-neighborhoods)

[How-To Guides
\(/resources/guides\)](/resources/guides)

building's commercial tenants were evicted in 2016 due to alleged seismic concerns.


Documents

 [Project letter of withdrawal, October 31, 2013](https://www.laconservancy.org/sites/default/files/files/issues/GHS%20withdrawal.pdf)

(<https://www.laconservancy.org/sites/default/files/files/issues/GHS%20withdrawal.pdf>)

 [Conservancy comment letter on the Barry Building Draft Environmental Impact Report, April 20, 2011](https://www.laconservancy.org/sites/default/files/files/issues/LAC%20Comments%20Barry%20Building.pdf)

([https://www.laconservancy.org/sites/default/files/files/issues/LAC](https://www.laconservancy.org/sites/default/files/files/issues/LAC%20Comments%20Barry%20Building.pdf) Comments Barry D

 [Conservancy comment letter on the Brentwood Town Green Notice of Preparation, May 17, 2010](https://www.laconservancy.org/sites/default/files/files/issues/LAC-comments-BrentwoodTownGreen-NOP2010.pdf)

(<https://www.laconservancy.org/sites/default/files/files/issues/LAC-comments-BrentwoodTownGreen-NOP2010.pdf>)

News

["Investor Charles Munger drops plan to redevelop Brentwood landmark," Los Angeles Times, November 13, 2013.](https://www.latimes.com/local/lanow/story/2013-11-13/investor-charles-munger-drops-plan-to-redevelop-brentwood-landmark/1251171/)

([https://www.latimes.com/local/lanow/story/2013-11-13-xpm-2013-nov-13-](https://www.latimes.com/local/lanow/story/2013-11-13/investor-charles-munger-drops-plan-to-redevelop-brentwood-landmark/1251171/)

preservation-friendly choice being identified as the environmentally superior alternative, the EIR also made unsupported claims that this seemingly preferable option would not meet a number of the project objectives.

Should the proposed project or similar be resurrected for approval in the future, the

Conservancy will continue to advocate for a Preservation Alternative while

asserting that many of the project objectives can indeed be met by reusing the Barry Building while avoiding needless alterations to the Coral Tree

Monument.

Demolition of a Historic-Cultural Monument

Allowing the demolition of a designated

HCM is exceedingly rare and sets a bad precedent. Out of more than 1,000 HCMs in Los Angeles, only around half a dozen have been demolished purely for new development. Demolishing the Barry Building would have been unnecessary, misguided, and detrimental to the City's program of local landmarks.

Although Los Angeles' current Cultural Heritage Ordinance can't prevent the demolition of a Historic-Cultural Monument, it does allow the City to delay demolition. This delay period allows for further consideration of preservation alternatives, which has been successful in the past. As a result, there

[Find a Professional \(/find-professional\)](#)

[People + Places: The Forgotten Story of Rancho Los Amigos \(/events/people-places-forgotten-story-rancho-los-amigos\)](#)

 [Urgent Issues](#)

[Chili Bowl \(West Los Angeles\)](#)

[\(/issues/chili-bowl-west-los-angeles\)](#)

[Firestone Tire and Rubber Plant \(/issues/firestone-tire-and-rubber-plant\)](#)

[Nishiyama Residence/Otomi Japanese Restaurant \(/issues/nishiyama-residenceotomisa-japanese-restaurant\)](#)

[Barry Building \(/issues/barry-building\)](#)

[la-me-In-billionaire-charles-munger-drops-controversial-brentwood-project-20131113-story.html](http://latimesblogs.latimes.com/lanow/2012/05/rosendahl-brentwood.html)
["Rosendahl urges developer to preserve landmark Brentwood site" Los Angeles Times, May 14, 2012.](http://latimesblogs.latimes.com/lanow/2012/05/rosendahl-brentwood.html)
<http://latimesblogs.latimes.com/lanow/2012/05/rosendahl-brentwood.html>
["Berkshire vice chair's family moves to demolish landmark building," The Real Deal, November 07, 2019.](https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/)
<https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/>

have been very few instances when a Historic-Cultural Monument has been demolished to make way for new development (excluding loss because of fire, earthquake damage, etc.).

The 1985 demolition of the Philharmonic Auditorium Building (HCM #61) remains an ever-present reminder that our city's landmarks can be vulnerable. Despite receiving HCM designation in 1969 for its rich cultural heritage and architectural significance, this prominent landmark opposite Pershing Square was demolished for a mixed-use development project that never materialized.

Twenty-eight years after its demolition, the site remains a parking lot. If the Barry Building were demolished, its loss would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

[Taix \(/issues/taix-0\)](#)
[International Institute of Los Angeles \(/issues/international-institute-los-angeles\)](#)
[Rancho Los Amigos \(/issues/rancho-los-amigos\)](#)

Para obtener más información en español, mande un correo electrónico a info@laconservancy.org (<mailto:info@laconservancy.org>) o llame al (213) 623-2489.

Issue Updated

Wed, 11/18/2020 -
2:33pm

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EXHIBIT 9

<https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/>

Berkshire vice chair's family moves to demolish landmark building

Billionaire Charlie Munger, who owned the Brentwood office property for decades, tried and failed to build a mixed-use complex there

Los Angeles /

November 07, 2019 02:09 PM

By [Dennis Lynch](#) | Research By [Jerome Dineen](#)



William Harold Borthwick, Charlie Munger, and the Barry Building (Credit: Adrian Scott Fine/L.A. Conservancy)

For years, Berkshire Hathaway Vice Chairman and billionaire [Charles Munger](#) tried to demolish a landmark Brentwood building in order to replace it with a 73,000-square-foot mixed-use complex.

But preservationists and neighbors opposed Munger's plan to redevelop the 26,500-square-foot parcel and some surrounding vacant parcels. In 2013, he withdrew his plan. Eventually, a trust Munger controlled transferred ownership of 11973 San Vicente Boulevard to a relative.

Now, the family again wants to take a wrecking ball to the property, and this week began the formal environmental impact review that is required. They separately filed for a demolition permit in September.

The property now belongs to 11973 San Vicente LLC, an entity controlled by William Harold Borthwick. He is a member of the family and an attorney at the Downtown law firm Hill, Farrer & Burrill LLP.

Known as the Barry Building, it has been in Munger's family since it was built in 1951, according to Andrea Warren, a land use attorney with Alston & Bird, which is representing the family.

Munger, the 95-year-old vice chairman of Berkshire Hathaway, long sought to demolish the building but consistently met fierce opposition.

There are no plans to build a new structure or sell the parcel, Warren said.

She added that the owners were faced with a choice: tear down the building or undertake a costly earthquake retrofit to bring the building up to code. That work would "pull out the thread" on other work needed to modernize the building, including asbestos abatement, electrical rewiring, and new plumbing, she said.

The two-story building is soft-story construction, meaning the ground floor is vulnerable to failure in the event of an earthquake. Those kinds of buildings across Los Angeles collapsed during the 1994 Northridge Earthquake and in 2015, the city required owners to [retrofit](#) all 12,865 soft-story buildings in the city. Thousands of buildings still require the retrofit.

The building has been vacant since 2016 when Munger moved out all tenants citing the its seismic vulnerability.

The city designated the Barry Building a Historic-Cultural Landmark in 2007. It was designed by architect Milton Caughey because of its mid-century architecture, particularly its unique center courtyard design.

The review process to demolish a Historic-Cultural Monument requires public hearings and allows the Cultural Heritage Commission to suggest alternative plans. Only a handful of the roughly 1,000 Historic Cultural Monument-designated buildings in the city have been demolished over the years.

In a statement, the L.A. Conservancy said it would “advocate for a preservation-based solution.”

EXHIBIT 10

Public Comments Not Uploaded 12/8/20 PLUM Agenda Item 5 (CF 20-1477); 11973 W. San Vicente Blvd. Project - ENV-2019-6645-EIR; SCH 2020110210 & SCH 2020110264; California Public Records Act Request

1 message

Veronica Lebron <Veronica@robertsilversteinlaw.com>

Mon, Dec 7, 2020 at 9:45 PM

Reply-To: clerk.plumcommittee@lacity.org

To: Alan Alietti <alan.alietti@lacity.org>, beatrice.pacheco@lacity.org, Bradley.Furuya@lacity.org, chad.molnar@lacity.org, clerk.plumcommittee@lacity.org, councilmember.bonin@lacity.org, elvia.garcia@lacity.org, holly.wolcot@lacity.org, jason.p.douglas@lacity.org, ken.bernstein@lacity.org, lambert.giessinger@lacity.org, Michael.vando@lacity.org, mike.feur@lacity.org, osama.younan@lacity.org, Patrice.lattimore@lacity.org, terry.kaufmann-macias@lacity.org, vince.bertoni@lacity.org, wanda.walker@lacity.org

Cc: Esther Kornfeld <Esther@robertsilversteinlaw.com>, Naira Soghbatyan <Naira@robertsilversteinlaw.com>, Robert Silverstein <Robert@robertsilversteinlaw.com>

Dear Councilmember Bonin, City Planner Furuya, LADBS and City Officials:

We represent neighbors who are concerned about, and object to, the proposed demolition of the Barry Building, a City-designated Cultural Historical Landmark, located at [11973 W. San Vicente Blvd.](#), Los Angeles.

The proposed demolition of the Barry Building is particularly improper and outrageous as it has been allowed to fall into a state where the owner -- who has engaged in what is sometimes called "self-blight" -- might now claim it to be a "nuisance" property, which it is not. But even if it were a "nuisance" property, demolition still would be improper, most certainly without full EIR review as a precondition for potentially allowing any demolition.

The Barry Building is a valuable HCM that must be preserved and maintained, not demolished, and certainly not allowed to be demolished when the owner has cynically created conditions to use in an attempt to then justify its demolition. If the City allows rewarding that contrivance to occur, it could set in motion an avalanche of applications for demolition, following deliberate efforts by owners of historic properties (whether HCMs or perhaps simply listed as an eligible property on a federal, state or local register) to drive the conditions of those properties into the ground.

In fact, if the Barry Building were allowed to be demolished, that decision under CEQA and only following full CEQA review would also have to fully disclose, analyze and mitigate the reasonably foreseeable direct and indirect physical impacts to the environment of inducing others to follow the lead of the Barry Building's owner. This so called demolition project thus has obvious significant environmental impacts to the Barry Building HCM specifically, but also has demolition-inducing and thus cumulative environmental impacts to Los Angeles' history fabric and resources.

We are also concerned about certain recent developments, specifically:

- 1) The City's ambiguous "Memo re Project Withdrawal" dated December 2, 2020, as submitted to the State Clearinghouse website, but missing the attachment referenced therein; and
- 2) Special PLUM Meeting on December 8, 2020 and its Agenda Item No. (5) CF 20-1477, which proposes a new structural demolition policy that allows developers in the entitlement process to be granted demolition permits for properties that have become an alleged public nuisance, without the need for an approved set of plans.

We object to the December 2, 2020 Memo re Project Withdrawal to the extent that it indicates that a ministerial permit for demolition, and/or demolition activity of any type regarding the Barry Building, is being pursued by the owner or considered by the City. No demolition could legally be allowed prior to full CEQA review by way of an EIR, and after any legal challenges to any City certification of an EIR allowing such demolition. **No demolition of the HCM Barry Building can be allowed without at a minimum an EIR, and if the City's "Project Withdrawal Memo" means that the City intends to allow demotion, we strenuously object, and demand that the file be red flagged and that no harm be allowed to befall the Barry Building.**

We also believe that the proposed demolition of the Barry Building is in furtherance of an as-yet unannounced, but actual plan to for development of the site, in a manner that circumvents proper CEQA review. Avoidance of piecemealing and preservation of historic resources are both paramount goals that should be endorsed and enforced by the City. Any proposed demolition of the Barry Building undermines both.

In view of the above noted concerns and mixed signals to the community (Notice of Preparation, Notice of Completion, and Memo of Project Withdrawal) about the proposed EIR for the proposed demolition of the Barry Building, we demand that the City, and all applicable departments and offices:

- 1) Immediately red flag the property file and project site with all City departments - LADBS, City Planning, Bureau of Engineering, City Attorney's Office, etc. - to ensure that no demolition is allowed to occur without at least the EIR that had been commenced actually being completed and circulated to the public for comment and review, and all public hearings have been held.
- 2) Immediately cancel/rescind any demolition permits that were issued or terminate the plans for their issuance, with immediate cancellation/rescission notices communicated to the applicant's site owner and their legal representatives, and with a copy sent to us.
- 3) Add our law firm to the list of interested persons and send us all notices about the proposed project and any proposed activity at the Barry Building site as provided by law, including but not limited to CEQA.

This letter is also a California Public Records Act request under Govt. Code § 6250 et seq., to each of the offices and departments of the recipients of this email. Please provide us:

- 1) Any and all documents related to the December 2, 2020 Memo re Withdrawal of the Project (as found at <https://ceqanet.opr.ca.gov/2020110264/2> and at https://files.ceqanet.opr.ca.gov/265948-2/attachment/8SDH0M4DeC2aghUYtPOUiYfXnaili80_L53UYEJKI4eaojXzMKtLDLSYCzkNFn7ZoZ6NwfEIE2ZSiKEx0), including but not limited to the attachment referenced in the Memo.
- 2) Any and all documents related to permit applications and/or cancellations for the Project site, including but not limited to demolition, alteration or development permits, from May 1, 2019 through the date of your compliance with this request.
- 3) All documents from May 1, 2019 through the date of your compliance with this request that refer or relate to the proposed demolition of the Barry Building or any portion thereof.
- 4) All documents from May 1, 2019 through the date of your compliance with this request that refer or relate to any proposed development or redevelopment of the Barry Building site or property, either alone or as part of an assemblage of or with contiguous parcels.
- 5) All documents from May 1, 2019 through the date of your compliance with this request that are, refer or relate to any communications to/from/with and/or including the Barry Building owner and/or proposed developer, including but not limited to their officers, members, agents, employees, consultants and attorneys, including but not limited to attorneys Ed Casey and/or Andrea Warren of the Alston & Bird law firm.

Pursuant to Govt. Code §§ 6253 and 6255, please ensure that your response and all documents are provided to us by no later than **December 17, 2020**.

We request that this email be added to the administrative record for the Project, and be shared with all City departments responsible for issuing any permits to the Project site.

We also request that this email be presented to the PLUM committee at the December 8, 2020 Special Meeting, for the Item No. 5 on the Agenda as an example of why the Motion re "Nuisance Properties / Structural Demolition Policy / Entitlement Process", Council File No. 20-1477, is ill-advised.

Thank you.

Veronica Lebron
The Silverstein Law Firm, APC
215 North Marengo Avenue, 3rd Floor
Pasadena, CA 91101-1504
Telephone: (626) 449-4200
Facsimile: (626) 449-4205
Email: Veronica@RobertSilversteinLaw.com
Website: www.RobertSilversteinLaw.com

=====
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=====



David Silvas
Committee Chair &
BHNC Board Member

Vivian Escalante
BHNC Board Member

Alma Catalán
BHNC Board Member



Armando Martinez
Stakeholder

La Tanya Hill
Stakeholder

Paul Keilbach
Stakeholder

VACANCY
Stakeholder

Planning and Land Use Committee
Boyle Heights Neighborhood Council

December 8, 2020

RE: Motion 20-1477

Dear Councilmembers,

I personally believe this is one of the most disturbing motions I have ever seen come across the council agenda file. If council approves this giveaway to big property developers, more Angelenos will be evicted by speculators, more naturally occurring affordable housing will be allowed to suffer "demolition by neglect" and standard demolition, more neighborhoods will become blighted and more citizens will end up on the street.

The potential impact to our priceless historic housing stock is enormous and horrible to contemplate. I cannot imagine how many historic treasures may be jeopardized under this proposed motion.

There are existing laws that require property owners to maintain their buildings. If these laws were actually enforced, we would have less so-called nuisance properties, and no need for a radical proposal like Motion 20-1477.

Vote NO.

Sincerely,

David Silvas, Committee Chair
PLANNING & LAND USE COMMITTEE
Boyle Heights Neighborhood Council
Direct: 310-461-4311
E-Mail: davidsilvas.BHNC@gmail.com
2130 E. First Street, Suite 110
Los Angeles, CA 90033

Public Comments Not Uploaded 20-1477 (CFMS) - Vote NO

1 message

Debbie Slater <DSLater42@msn.com>

Mon, Dec 7, 2020 at 9:41 PM

Reply-To: clerk.plumcommittee@lacity.org

To: "clerk.plumcommittee@lacity.org" <clerk.plumcommittee@lacity.org>, "councilmember.buscaino@lacity.org" <councilmember.buscaino@lacity.org>, "paul.koretz@lacity.org" <paul.koretz@lacity.org>

To PLUM Committee members,

I urge you to vote against agenda item 5 at PLUM Committee meeting 12-8-2020.

This is not good service to Los Angeles. Properties of interest that can continue to show the history and value of diverging communities need to be protected. I fear developers will buy a property, evict tenants and let the property fall into 'nuisance' as an easier way to achieve a demolition permit.

Please vote NO on 20-1477 (CFMS)!

Sincerely,

Debbie Slater
415-847-4009
dslater42@msn.com

Public Comments Not Uploaded Council File 20-14771 message

From: 'xyzevos' via Clerk-PLUM-Committee <clerk.plumcommittee@lacity.org>
To: clerk.plumcommittee@lacity.org, councilmember.buscaino@lacity.org, paul.koretz@lacity.org
At: Mon, Dec 7, 2020 at 7:36 PM

December 7, 2020

Planning & Land Use Management Committee

Los Angeles City Hall

[200 N. Spring Street, Room 1050](#)[Los Angeles, CA 90012](#)

RE: Council File 20-1477

Dear PLUM Committee Members:

I am writing you in my individual capacity to express my strong opposition to Council File 20-1477, item #5 on your PLUM Committee Agenda of December 8, 2020.

As you know, developers frequently evict tenants from RSO properties and deliberately let the buildings fall into disrepair to further their own aims. I witnessed this happen first hand with a property across the street from my home. The long-term RSO tenants were displaced during the initial sale of the property to make it a more attractive development opportunity. The purchaser then kept the property empty, despite the demand for affordable housing, because it served two aims: (1) it made the remaining residents of the block amenable, even eager for demolition, as the property became a haven for graffiti, drug use and vandalism, and (2) it put pressure on the single family home owners sharing its property line to sell their property, as they were continually dealing with trespass, theft and worse. Those homeowners did end up selling, rewarding the developer for their bad faith efforts with larger contiguous lots on which to build their market rate townhomes.

This dynamic and variations of it play out repeatedly throughout the city of Los Angeles every day, and your motion would make this practice even more attractive for real estate speculators. The city of Los Angeles is in the midst of an historic affordable housing crisis; what we need are structural DISINCENTIVES for displacement, not the opposite.

Please vote NO on this motion.

Sincerely,

lanthe Zevos

[3015 Marathon Street](#)[Los Angeles, CA 90026](#)

Public Comments Not Uploaded FW: CFMS 20-14771 message

From: Frances Offenhauser <offenhauser@oma-la.com>
To: "clerk.plumcommittee@lacity.org" <clerk.plumcommittee@lacity.org>
At: Mon, Dec 7, 2020 at 4:26 PM

From: Frances Offenhauser
Sent: Monday, December 7, 2020 4:21 PM
To: councilmember.buscaino@lacity.org; paul.koretz@lacity.org
Subject: CFMS 20-1477

Sirs: I am squarely against a proposed policy of promoting and encouraging demolition of existing buildings. It is wasteful, anti-housing, and anti-preservation.

As a developer, architect, and preservationist, I support a policy instead that requires that building permits for a new project be obtained prior to any demolition. I support vigorous and strict enforcement of current laws against "blighted" unsightly abandoned properties, rather than a new "permission slip" for bad owner behavior. No building owned by a developer should be allowed to become a "public nuisance"!

As It appears to me, this proposal is:

- Bad for preservation: Entitlement processes often involve discovering and exploring whether a building is indeed historic. Obviously any kind of allowance of demolition before that process is fully completed is a mistake. Often the public needs to weigh in, as historic surveys and designations change with time, and wisdom from the public may contravene developers' opinions.
- Bad for housing stock: Developers should not be allowed to leave buildings empty while processing entitlements. At a time when housing is critical, the City should not incentivize demolition. Developers gut the interiors of buildings intentionally—this must be actively opposed by the Council.
- Bad for neighborhoods: Vacant buildings and vacant lots are bad for healthy neighborhoods. Emptying existing buildings prematurely harms neighboring property owners.
- Bad for environment: Building demolition is known to be hugely wasteful. It takes something like 30 years of a new building's "green" operation to overcome the effect of waste of an existing building's demolition on the shared environment. The "greenest" building is the existing one! Encouraging demolition rather than encouraging re-use is bad environmental policy.
- Bad for planning: Lengthy entitlement processes happen when developers request something they are not entitled to under current City plans. People who build in accordance with current plans and zoning don't have such problems.

Are developers seeking a new benefit instead of keeping up existing properties — instead of keeping them tenanted and professionally managed? Please don't invoke this new bad solution rather than enforcing current laws requiring proper building maintenance!

Frances Offenhauser

Public Comments Not Uploaded Public Communication for Council File 20-14771 message

From: Angela Robinson <robinson.ang@gmail.com>**To:** clerk.plumcommittee@lacity.org, councilmember.buscaino@lacity.org, paul.koretz@lacity.org**At:** Mon, Dec 7, 2020 at 3:05 PM

Dear PLUM Committee Members,

As a citizen of Los Feliz (90027), I am asking you to please oppose Item Number 5 (20-1477) on your December 8th, 2020 agenda for the following reasons:

- Allowing developers to recommend buildings to be demolished is like inviting the fox into the hen house. Developers are often the ones that create "public nuisance" buildings in the first place, after they acquire buildings and evict tenants. This gives developers even more reason to run down their own buildings so they can demolish affordable housing.
- The CEQA guidelines in this motion are toothless and will not prevent illegal demolitions. Developers are already demolishing buildings without permits and nothing is being done to stop them. This motion gives the guise of adhering to CEQA without making any actual attempts to comply.

I strongly urge you to oppose Item No. 5 (20-1477).

Signed,
Angela Robinson

1 / 1

Public Comments Not Uploaded Public Communication for Council File 20-14771 message

From: 'Alexandra Kondracke' via Clerk-PLUM-Committee <clerk.plumcommittee@lacity.org>
To: clerk.plumcommittee@lacity.org, councilmember.buscaino@lacity.org, paul.koretz@lacity.org
At: Mon, Dec 7, 2020 at 3:02 PM

To the Members of the PLUM Committee,

I am writing to express my strong opposition to Item No. 5 on December 8th, 2020's agenda (Council File 20-1477). Though this motion seems innocuous, allowing LADCP and LADBS to grant demolition permits for properties that have become a public nuisance, without the need for an approved set of plans, will cause a snowballing effect, stripping community members of their rights and giving developers unchecked powers.

Already, developers routinely evict tenants from multi-family buildings they acquire and then allow the buildings to fall into a state of disrepair. This motion rewards developers for this behavior, allowing them to recommend their own buildings for demolition because of circumstances they have caused. The city should be focused more on its citizens and increasing homelessness than on giving developers more incentives to evict people and demolish affordable housing.

Additionally, the language in the motion regarding compliance with the California Environmental Quality Act (CEQA) and the protection of historical resources is meaningless. We have already seen numerous instances where developers have illegally demolished properties, and the city never sanctions them. Given the city's failure to act on illegal demolitions in the past, the language related to CEQA compliance and protection of historic resources is toothless.

I urge you to protect tenant's rights and historical resources by denying this motion.

Signed,

Alexandra Kondracke

[4524 Russell Avenue](#)

[Los Angeles, CA 90027](#)

1 / 1

Public Comments Not Uploaded motion 20-1477 (CFNS) OPPOSE, ANOTHER PLOY BY DEVELOPERS

1 message

From: 'Amy' via Clerk-PLUM-Committee <clerk.plumcommittee@lacity.org>

To: "clerk.plumcommittee@lacity.org" <clerk.plumcommittee@lacity.org>, "paul.koretz@lacity.org" <paul.koretz@lacity.org>

At: Mon, Dec 7, 2020 at 12:18 PM

Too, much is wrong with this bill,
Please oppose

Amy Galaudet,
Thomas Challenger

1/1

Public Comments Not Uploaded Fwd: 12/8/20 PLUM Agenda Item 5 (CF 20-1477) & 11973 W. San Vicente Blvd. Project

1 message

Anna Martinez <anna.martinez@lacity.org>
Reply-To: clerk.plumcommittee@lacity.org
To: City Clerk Council and Public Services <Clerk.CPS@lacity.org>, Leyla Campos <leyla.campos@lacity.org>, Rita Moreno <rita.moreno@lacity.org>, Clerk-PLUM-Committee <clerk.plumcommittee@lacity.org>

Tue, Dec 8, 2020 at 1:20 PM

----- Forwarded message -----

From: **Naira Soghatyan** <Naira@robertsilversteinlaw.com>
Date: Tue, Dec 8, 2020 at 1:20 PM
Subject: 12/8/20 PLUM Agenda Item 5 (CF 20-1477) & 11973 W. San Vicente Blvd. Project
To: <anna.martinez@lacity.org>
Cc: Robert Silverstein <Robert@robertsilversteinlaw.com>, Veronica Lebron <Veronica@robertsilversteinlaw.com>

Honorable PLUM Committee:

We object to making any amendments to the applicable demolition procedures and we object to the motion under agenda Item No. 5 of the December 8, 2020 Special PLUM Meeting (CF 20-1477). The primary reason for our objections is that what is now presented as an attempt to eliminate nuisance with the new procedures is in effect a change that will enable developers to violate the public's due process rights and CEQA.

Further, the current procedures to eliminate nuisances are sufficient and do not require revisions. What is proposed conflicts with CEQA's prohibition against piecemealing as it would allow a developer to chop the demolition process from the pursued ultimate project and evade public scrutiny before the demolition is irreversibly accomplished. This is particularly dangerous as to historic resources, and properties that otherwise could house low-income tenants. Please see attached email we sent to you and various City Departments yesterday. We urge you to deny the motion. The motion will lead to more attempts to subvert CEQA and the public's rights, and more damage to historic resources and existing housing stock. It is completely unnecessary, and its ill effects will outweigh any benefits it claims to achieve.

Naira Soghatyan, Esq.
The Silverstein Law Firm, APC
215 North Marengo Avenue, 3rd Floor
Pasadena, CA 91101-1504
Telephone: (626) 449-4200
Facsimile: (626) 449-4205
Email: Naira@RobertSilversteinLaw.com
Website: www.RobertSilversteinLaw.com

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The information contained in this electronic mail message is confidential information intended only for the use of the individual or entity named above, and may be privileged. The information herein may also be protected by the Electronic Communications Privacy Act, 18 USC Sections 2510-2521. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone (626-449-4200), and delete the original message. Thank you.
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 **12-8-20 Plum Agenda Item 5 - CF 20-1477 Email.pdf**
91K

Naira Soghatyan - 12/8/20 PLUM Agenda Item 5 (CF 20-1477); 11973 W. San Vicente Blvd. Project - ENV-2019-6645-EIR; SCH 2020110210 & SCH 2020110264; California Public Records Act Request

From: Veronica Lebron
To: osama.younan@lacity.org; Michael.vando@lacity.org; vince.bertoni@lacity.org; Bradley.Furuya@lacity.org; beatrice.pacheco@lacity.org; wanda.walker@lacity.org; elvia.garcia@lacity.org; mike.feur@lacity.org; councilmember.bonin@lacity.org; chad.molnar@lacity.org; ken.bernstein@lacity.org; lambert.giessinger@lacity.org; terry.kaufmann-macias@lacity.org; jason.p.douglas@lacity.org; clerk.plumcommittee@lacity.org; holly.wolcot@lacity.org; Patrice.lattimore@lacity.org; Alan Alietti
Date: 12/7/2020 9:45 PM
Subject: 12/8/20 PLUM Agenda Item 5 (CF 20-1477); 11973 W. San Vicente Blvd. Project - ENV-2019-6645-EIR; SCH 2020110210 & SCH 2020110264; California Public Records Act Request
Cc: Esther Kornfeld; Naira Soghatyan; Robert Silverstein

Dear Councilmember Bonin, City Planner Furuya, LADBS and City Officials:

We represent neighbors who are concerned about, and object to, the proposed demolition of the Barry Building, a City-designated Cultural Historical Landmark, located at 11973 W. San Vicente Blvd., Los Angeles.

The proposed demolition of the Barry Building is particularly improper and outrageous as it has been allowed to fall into a state where the owner -- who has engaged in what is sometimes called "self-blight" -- might now claim it to be a "nuisance" property, which it is not. But even if it were a "nuisance" property, demolition still would be improper, most certainly without full EIR review as a precondition for potentially allowing any demolition.

The Barry Building is a valuable HCM that must be preserved and maintained, not demolished, and certainly not allowed to be demolished when the owner has cynically created conditions to use in an attempt to then justify its demolition. If the City allows rewarding that contrivance to occur, it could set in motion an avalanche of applications for demolition, following deliberate efforts by owners of historic properties (whether HCMs or perhaps simply listed as an eligible property on a federal, state or local register) to drive the conditions of those properties into the ground.

In fact, if the Barry Building were allowed to be demolished, that decision under CEQA and only following full CEQA review would also have to fully disclose, analyze and mitigate the reasonably foreseeable direct and indirect physical impacts to the environment of inducing others to follow the lead of the Barry Building's owner. This so called demolition project thus has obvious significant environmental impacts to the Barry Building HCM specifically, but also has demolition-inducing and thus cumulative environmental impacts to Los Angeles' history fabric and resources.

We are also concerned about certain recent developments, specifically:

- 1) The City's ambiguous "Memo re Project Withdrawal" dated December 2, 2020, as submitted to the State Clearinghouse website, but missing the attachment referenced therein; and
- 2) Special PLUM Meeting on December 8, 2020 and its Agenda Item No. (5) CF 20-1477, which proposes a new structural demolition policy that allows developers in the entitlement process to be granted demolition permits for properties that have become an alleged public nuisance, without the need for an approved set of plans.

We object to the December 2, 2020 Memo re Project Withdrawal to the extent that it indicates that a ministerial permit for demolition, and/or demolition activity of any type regarding the Barry Building, is being pursued by the owner or considered by the City. No demolition could legally be allowed prior to full CEQA review by way of an EIR, and after any legal challenges to any City certification of an EIR allowing such demolition. **No demolition of the HCM Barry Building can be allowed without at a minimum an EIR, and if the City's "Project Withdrawal Memo" means that the City intends to allow demolition, we strenuously object, and demand that the file be red flagged and that no harm be allowed to befall the Barry Building.**

We also believe that the proposed demolition of the Barry Building is in furtherance of an as-yet unannounced, but actual plan to for development of the site, in a manner that circumvents proper CEQA review. Avoidance of piecemealing and preservation of historic resources are both paramount goals that should be endorsed and enforced by the City. Any proposed demolition of the Barry Building undermines both.

In view of the above noted concerns and mixed signals to the community (Notice of Preparation, Notice of Completion, and Memo of Project Withdrawal) about the proposed EIR for the proposed demolition of the Barry Building, we demand that the City, and all applicable departments and offices:

- 1) Immediately red flag the property file and project site with all City departments - LADBS, City Planning, Bureau of Engineering, City Attorney's Office, etc. - to ensure that no demolition is allowed to occur without at least the EIR that had been commenced actually being completed and circulated to the public for comment and review, and all public hearings have been held.
- 2) Immediately cancel/rescind any demolition permits that were issued or terminate the plans for their issuance, with immediate cancellation/rescission notices communicated to the applicant's site owner and their legal representatives, and with a copy sent to us.
- 3) Add our law firm to the list of interested persons and send us all notices about the proposed project and any proposed activity at the Barry Building site as provided by law, including but not limited to CEQA.

This letter is also a California Public Records Act request under Govt. Code § 6250 et seq., to each of the offices and departments of the recipients of this email. Please provide us:

- 1) Any and all documents related to the December 2, 2020 Memo re Withdrawal of the Project (as found at <https://ceqanet.opr.ca.gov/2020110264/2> and at https://files.ceqanet.opr.ca.gov/265948-2/attachment/8SDH0M4DeC2aqhUYtPOUiyfXnaili80_L53UYEJKl4eaojXzMKtLDLSYCzkNF7Z0z6NwfEIE2ZSiKExt including but not limited to the attachment referenced in the Memo.
- 2) Any and all documents related to permit applications and/or cancellations for the Project site, including but not limited to demolition, alteration or development permits, from May 1, 2019 through the date of your compliance with this request.
- 3) All documents from May 1, 2019 through the date of your compliance with this request that refer or relate to the proposed demolition of the Barry Building or any portion thereof.

4) All documents from May 1, 2019 through the date of your compliance with this request that refer or relate to any proposed development or redevelopment of the Barry Building site or property, either alone or as part of an assemblage of or with contiguous parcels.

5) All documents from May 1, 2019 through the date of your compliance with this request that are, refer or relate to any communications to/from/with and/or including the Barry Building owner and/or proposed developer, including but not limited to their officers, members, agents, employees, consultants and attorneys, including but not limited to attorneys Ed Casey and/or Andrea Warren of the Alston & Bird law firm.

Pursuant to Govt. Code §§ 6253 and 6255, please ensure that your response and all documents are provided to us by no later than **December 17, 2020**.

We request that this email be added to the administrative record for the Project, and be shared with all City departments responsible for issuing any permits to the Project site.

We also request that this email be presented to the PLUM committee at the December 8, 2020 Special Meeting, for the Item No. 5 on the Agenda as an example of why the Motion re "Nuisance Properties / Structural Demolition Policy / Entitlement Process", Council File No. 20-1477, is ill-advised.

Thank you.

Veronica Lebron
The Silverstein Law Firm, APC
215 North Marengo Avenue, 3rd Floor
Pasadena, CA 91101-1504
Telephone: [\(626\) 449-4200](tel:6264494200)
Facsimile: [\(626\) 449-4205](tel:6264494205)
Email: Veronica@RobertSilversteinLaw.com
Website: www.RobertSilversteinLaw.com
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=====

Fwd: Fw: Email/Letter in Opposition to Agenda Item 5 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee

1 message

Izabella Hovhanisian <izabella.hovhanisian@lacity.org>

Tue, Dec 8, 2020 at 1:32 PM

To: City Clerk Council and Public Services <clerk.cps@lacity.org>, Clerk-PLUM-Committee <clerk.plumcommittee@lacity.org>

Cc: Leyla Campos <leyla.campos@lacity.org>, Rita Moreno <rita.moreno@lacity.org>

----- Forwarded message -----

From: **Bob Blue** <bob.blue@live.com>

Date: Tue, Dec 8, 2020 at 1:35 PM

Subject: Fw: Email/Letter in Opposition to Agenda Item 5 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee

To: CityClerk@lacity.org <CityClerk@lacity.org>, holly.wolcott@lacity.org <holly.wolcott@lacity.org>,
Gilbert.Cedillo@lacity.org <Gilbert.Cedillo@lacity.org>

Cc: Ziggy Kruse <ziggykruse2005@yahoo.com>

From: Bob Blue**Sent:** Tuesday, December 8, 2020 1:24 PM**To:** clerk.plumcommittee@lacity.org <clerk.plumcommittee@lacity.org>; holly.wolcot@lacity.org <holly.wolcot@lacity.org>; Patrice Lattimore <patrice.lattimore@lacity.org>; leyla.campos@lacity.org <leyla.campos@lacity.org>; Councilmember Harris-Dawson <councilmember.harris-dawson@lacity.org>; Councilmember Blumenfield <councilmember.blumenfield@lacity.org>; councilmember.price@lacity.org <councilmember.price@lacity.org>; councilmember.cedillo@lacity.org <councilmember.cedillo@lacity.org>; councilmember.lee@lacity.org <councilmember.lee@lacity.org>; Councilmember_Paul Koretz <paul.koretz@lacity.org>**Cc:** Ziggy Kruse <ziggykruse2005@yahoo.com>**Subject:** Email/Letter in Opposition to Agenda Item 5 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee

We are writing in opposition to Agenda Item 5 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee.

An example of how this proposal will be abused is the Barry Building, a 2-story historical cultural monument (No. 887) that was allowed to deteriorate and whose owners included Billionaire investor Charlie Munger. [Berkshire vice chair's family moves to demolish landmark building, "The Real Deal", November 7, 2019]
] <https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/>

The owners of the Barry Building are now claiming a financial hardship to comply with Building codes to pay for seismic retrofitting for soft story structures.

At the same time many building owners, including small apartment owners of modest financial means throughout the City of Los Angeles have been able to comply with the law.

As of December 1, 2020, 5,271 soft story buildings have completed seismic retrofitting. [Soft Story Compliance Report, December 1, 2020, filename

12-1-2020.xlsm (LADBS)] <https://www.ladbs.org/docs/default-source/publications/misc-publications/soft-story-compliance-report.pdf>

The proposal before you today, punishes those working-class owners who made the investment of their hard-earned funds to keep their buildings in compliance.

Instead, this proposal rewards existing derelict property owners and encourages real estate speculators to bulldoze historic resources and destroy affordable housing stock without public accountability and transparency.

It is especially surprising and hypocritical to read that Councilmember Paul Koretz is the person seconding the motion for the proposal under Agenda Item 5 of today's PLUM Committee meeting.

On one hand, this year, Mr. Koretz proposed a way to spare potentially historic buildings from the wrecking ball by requiring property owners looking to raze buildings built 45 or more years ago to give even more advance notice of demolition than what the city currently mandates. ["To save potential landmarks, LA wants more notice of demolitions", Curbed Los Angeles, January 27, 2020] <https://la.curbed.com/2020/1/27/21077140/los-angeles-landmarks-historic-preservation-demolitions>

Mr. Koretz also was a proponent of preserving the Century Plaza Hotel in Century City. <https://www.laconservancy.org/issues/century-plaza-hotel>

We encourage to vote No on Agenda Item 5 today.

Sincerely,
Bob Blue and Ziggy Kruse

Communication from Public

Name: Casey Maddren
Date Submitted: 12/05/2020 06:11 PM
Council File No: 20-1477
Comments for Public Posting: I am submitting the attached letter opposing Item No. 5 on the PLUM Agenda for Tuesday, December 8, 2020, regarding demolition of properties that have become a public nuisance.
Casey Maddren

December 5, 2020

Planning & Land Use Management Committee
Los Angeles City Hall
200 N. Spring St., Room 1050
Los Angeles, CA 90012

Re: PLUM Agenda, Tuesday, December 8, 2020, Item No. 5
Demo Permits for Properties that Have Become a Public Nuisance
Council File No. 20-1477
OPPOSED

Members of the PLUM Committee,

I am writing to express my strong opposition to Item No. 5, the motion directing LADCP and LADBS to report with recommendations on a demolition policy that would allow developers to be granted demolition permits for properties that have become a public nuisance, without the need for an approved set of plans. This is a really bad idea.

Is the PLUM not aware of the fact that developers routinely evict tenants from multi-family buildings they acquire and then allow the buildings to fall into disrepair? A policy allowing developers to knock down structures without approved plans would incentivize developers to make this part of their game plan, allowing them to create a nuisance situation in order to justify demolition.

The real problem is that speculative real estate investors rush to push tenants out of buildings they've acquired, sometimes illegally, in order to avoid dealing with the issue of displacement later on. In some cases these investors don't even plan to build on the property, but merely to seek entitlements so they can flip it. The proposed motion would make this practice an even more attractive approach for speculators to take.

The language in the motion regarding compliance with the California Environmental Quality Act and the protection of historical resources is meaningless. We have already seen numerous instances where developers have illegally demolished properties, and the City never sanctions them. Members of the City Council already know that they have no intention of taking action against developers who violate the law. Why pretend that the Council will make any effort to uphold protections contained in the proposed policy? Given the City's failure to act on illegal demolitions in the past, the language related to CEQA compliance and protection of historic resources is a joke.

I urge you to reject this motion.

Sincerely,
Casey Maddren
2141 Cahuenga Blvd., Apt. 17
Los Angeles, CA 90068

Communication from Public

Name: Ziggy Kruse

Date Submitted: 12/08/2020 02:28 PM

Council File No: 20-1477

Comments for Public Posting: I've been trying to listen ONLINE to the LIVE Committee Meeting since 2:04 PM, but only get emptiness (no audio!)! This is truly concerning! Many people objected to this item, yet there is no way of the public to just listen ONLINE to the audio. This is exclusion of the public during a PUBLIC hearing / meeting. Ziggy Kruse

Communication from Public

Name:

Date Submitted: 12/08/2020 02:32 PM

Council File No: 20-1477

Comments for Public Posting: We are writing in opposition to Agenda Item 5, CF 20-1477 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee. An example of how this proposal will be abused is the Barry Building, a 2-story historical cultural monument (No. 887) that was allowed to deteriorate and whose owners included Billionaire investor Charlie Munger. [Berkshire vice chair's family moves to demolish landmark building, "The Real Deal", November 7, 2019]]
<https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/> The owners of the Barry Building are now claiming a financial hardship to comply with Building codes to pay for seismic retrofitting for soft story structures. At the same time many building owners, including small apartment owners of modest financial means throughout the City of Los Angeles have been able to comply with the law. As of December 1, 2020, 5,271 soft story buildings have completed seismic retrofitting. [Soft Story Compliance Report, December 1, 2020, filename 12-1-2020.xlsm (LADBS)]
<https://www.ladbs.org/docs/default-source/publications/misc-publications/soft-story-compliance-report.pdf> The proposal before you today, punishes those working-class owners who made the investment of their hard-earned funds to keep their buildings in compliance. Instead, this proposal rewards existing derelict property owners and encourages real estate speculators to bulldoze historic resources and destroy affordable housing stock without public accountability and transparency. It is especially surprising and hypocritical to read that Councilmember Paul Koretz is the person seconding the motion for the proposal under Agenda Item 5 of today's PLUM Committee meeting. On one hand, this year, Mr. Koretz proposed a way to spare potentially historic buildings from the wrecking ball by requiring property owners looking to raze buildings built 45 or more years ago to give even more advance notice of demolition than what the city currently mandates. ["To save potential landmarks, LA wants more notice of demolitions", Curbed Los Angeles, January 27, 2020]
<https://la.curbed.com/2020/1/27/21077140/los-angeles-landmarks-historic-preservation-demolitions> Mr. Koretz also was a proponent of preserving the Century Plaza Hotel in Century City.
<https://www.laconservancy.org/issues/century-plaza-hotel> We encourage to vote No on Agenda Item 5 today.
Sincerely, Bob Blue and Ziggy Kruse

Email/Letter in Opposition to Agenda Item 5 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee

Bob Blue <bob.blue@live.com>

Tue 12/8/2020 1:24 PM

To: clerk.plumcommittee@lacity.org <clerk.plumcommittee@lacity.org>; holly.wolcot@lacity.org <holly.wolcot@lacity.org>; Patrice Lattimore <patrice.lattimore@lacity.org>; leyla.campos@lacity.org <leyla.campos@lacity.org>; Councilmember Harris-Dawson <councilmember.harris-dawson@lacity.org>; Councilmember Blumenfield <councilmember.blumenfield@lacity.org>; councilmember.price@lacity.org <councilmember.price@lacity.org>; councilmember.cedillo@lacity.org <councilmember.cedillo@lacity.org>; councilmember.lee@lacity.org <councilmember.lee@lacity.org>; Councilmember_Paul Koretz <paul.koretz@lacity.org>
Cc: Ziggy Kruse <ziggykruse2005@yahoo.com>

We are writing in opposition to Agenda Item 5 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee.

An example of how this proposal will be abused is the Barry Building, a 2-story historical cultural monument (No. 887) that was allowed to deteriorate and whose owners included Billionaire investor Charlie Munger. [Berkshire vice chair's family moves to demolish landmark building, "The Real Deal", November 7, 2019]

] <https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/>

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As of December 1, 2020, 5,271 soft story buildings have completed seismic retrofitting. [Soft Story Compliance Report, December 1, 2020, filename 12-1-2020.xlsm (LADBS)] <https://www.ladbs.org/docs/default-source/publications/misc-publications/soft-story-compliance-report.pdf>

The proposal before you today, punishes those working-class owners who made the investment of their hard-earned funds to keep their buildings in compliance.

Instead, this proposal rewards existing derelict property owners and encourages real estate speculators to bulldoze historic resources and destroy affordable housing stock without public accountability and transparency.

It is especially surprising and hypocritical to read that Councilmember Paul Koretz is the person seconding the motion for the proposal under Agenda Item 5 of today's PLUM Committee meeting.

On one hand, this year, Mr. Koretz proposed a way to spare potentially historic buildings from the wrecking ball by requiring property owners looking to raze buildings built 45 or more years ago to give even more advance notice of demolition than what the city currently mandates. ["To save potential landmarks, LA wants more notice of demolitions", Curbed Los Angeles, January 27, 2020] <https://la.curbed.com/2020/1/27/21077140/los-angeles-landmarks-historic-preservation-demolitions>

Mr. Koretz also was a proponent of preserving the Century Plaza Hotel in Century City. <https://www.laconservancy.org/issues/century-plaza-hotel>

We encourage to vote No on Agenda Item 5 today.

Sincerely,

Bob Blue and Ziggy Kruse

Communication from Public

Name: Ziggy Kruse

Date Submitted: 12/08/2020 02:36 PM

Council File No: 20-1477

Comments for Public Posting: I've been trying to listen ONLINE to the LIVE Committee Meeting since 2:04 PM, but only get emptiness (no audio!)! This is truly concerning! Many people objected to this item, yet there is no way of the public to just listen ONLINE to the audio. This is exclusion of the public during a PUBLIC hearing / meeting. Based on the above, the first portion of this SPECIAL MEETING of the PLUM should be redone. Ziggy Kruse

Communication from Public

Name: Kennia Viera

Date Submitted: 12/08/2020 01:16 PM

Council File No: 20-1477

Comments for Public Posting: ITEM NO. (5) 20-1477 Dear Honorable Board Members:
Marqueece Harrison Dawson Hello, my name is Kennia Viera, and an ACCE member living in District 8. I am writing to the City of Los Angeles to express our concerns about Item No. 5, a motion directing the Department of Urban Planning ("DCP") and the Department of Building and Safety ("DBS") to provide recommendations on a new structural demolition policy that allows developers in the authorization process to obtain demolition permits for properties that have become a public nuisance, without the need for a set of approved plans, while also trying to ensure compliance with the Law California Environmental Quality Act ("CEQA") and Historic Resource Protection ("Movement"). A widespread concern with the demolition scheme policy in the Motion is that the demolition policies may be subject to misuse by homeowners and potential applicants. For example, some property owners have prematurely evicted tenants only to allow their properties to languish for years while they obtain future rights and / or attempt to sell their property / project. Thus, the Motion could lead to the loss of homes and a perverse incentive for homeowners to let their properties deteriorate to justify demolition (as mentioned by other City stakeholders). Also, early demolitions can distort the CEQA process. For example, approving demolition of existing property before approving a proposed project can lead to improper project structuring, masking the full impact of the project (particularly in regards to noise and air quality impacts.). Also, this may unduly commit the City to a course of action, such as not considering relocating a historic resource or considering a no-project alternative. Additionally, many of the issues mentioned above come to light only during the CEQA / rights public review process, which is not mentioned in the Motion.

Communication from Public

Name: Bob Blue & Ziggy Kruse

Date Submitted: 12/08/2020 01:18 PM

Council File No: 20-1477

Comments for Public Posting: We are writing in opposition to Agenda Item 5, CF No. 20-1477 of the December 8, 2020 Special Meeting of the Planning and Land Use Management Committee (PLUM). An example of how this proposal will be abused is the Barry Building, a 2-story historical cultural monument (No. 887) that was allowed to deteriorate and whose owners included Billionaire investor Charlie Munger. [Berkshire vice chair's family moves to demolish landmark building, "The Real Deal", November 7, 2019]]
<https://therealdeal.com/la/2019/11/07/berkshire-vice-chairs-family-moves-to-demolish-landmark-building/> The owners of the Barry Building are now claiming a financial hardship to comply with Building codes to pay for seismic retrofitting for soft story structures. At the same time many building owners, including small apartment owners of modest financial means throughout the City of Los Angeles have been able to comply with the law. As of December 1, 2020, 5,271 soft story buildings have completed seismic retrofitting. [Soft Story Compliance Report, December 1, 2020, filename 12-1-2020.xlsm (LADBS)]
<https://www.ladbs.org/docs/default-source/publications/misc-publications/soft-story-compliance-report.pdf> The proposal before you today, punishes those working-class owners who made the investment of their hard-earned funds to keep their buildings in compliance. Instead, this proposal rewards existing derelict property owners and encourages real estate speculators to bulldoze historic resources and destroy affordable housing stock without public accountability and transparency. It is especially surprising and hypocritical to read that Councilmember Paul Koretz is the person seconding the motion for the proposal under Agenda Item 5 of today's PLUM Committee meeting. On one hand, this year, Mr. Koretz proposed a way to spare potentially historic buildings from the wrecking ball by requiring property owners looking to raze buildings built 45 or more years ago to give even more advance notice of demolition than what the city currently mandates. ["To save potential landmarks, LA wants more notice of demolitions", Curbed Los Angeles, January 27, 2020]
<https://la.curbed.com/2020/1/27/21077140/los-angeles-landmarks-historic-preservation-demolitions> Mr. Koretz also was a proponent of preserving the Century Plaza Hotel in Century City.
<https://www.laconservancy.org/issues/century-plaza-hotel> We encourage to vote No on Agenda Item 5 today.
Sincerely, Bob Blue and Ziggy Kruse

Communication from Public

Name: Miki Jackson

Date Submitted: 12/08/2020 02:09 PM

Council File No: 20-1477

Comments for Public Posting: Miki Jackson for AHF/HHR This item should be sent back for more clarification. Oppose as it is now. This could become a way to tear down too much housing. Greater protection needs to be built in for saving existing housing, particularly affordable and RSO housing.

Communication from Public

Name: Maria Patiño Gutierrez

Date Submitted: 12/08/2020 02:27 PM

Council File No: 20-1477

Comments for Public Posting: Our organization SAJE has some concerns with the proposed motion to allow demolitions. An overarching concern with the demolition motion is that it can be subject to misuse by property owners and would-be applicants. For example, some property owners have prematurely evicted tenants only to allow their properties to languish for years as they secure future entitlement and/or attempt to sell their property/project. Thus, the Motion could lead to a loss of housing and a perverse incentive for property owners to let their properties deteriorate to justify demolition.

Communication from Public

Name: Amy Gustincic

Date Submitted: 12/08/2020 01:02 PM

Council File No: 20-1477

Comments for Public Posting: I am writing to express my strong opposition to Item No. 5 on December 8th, 2020's agenda (Council File 20-1477). Though this motion seems innocuous, allowing LADCP and LADBS to grant demolition permits for properties that have become a public nuisance, without the need for an approved set of plans, will cause a snowballing effect, stripping community members of their rights and giving developers unchecked powers. Already, developers routinely evict tenants from multi-family buildings they acquire and then allow the buildings to fall into a state of disrepair. This motion rewards developers for this behavior, allowing them to recommend their own buildings for demolition because of circumstances they have caused. The city should be focused more on its citizens and increasing homelessness than on giving developers more incentives to evict people and demolish affordable housing. Additionally, the language in the motion regarding compliance with the California Environmental Quality Act (CEQA) and the protection of historical resources is meaningless. We have already seen numerous instances where developers have illegally demolished properties, and the city never sanctions them. Given the city's failure to act on illegal demolitions in the past, the language related to CEQA compliance and protection of historic resources is toothless. I urge you to protect tenant's rights and historical resources by denying this motion.

Communication from Public

Name: Hassan Zuniga

Date Submitted: 12/08/2020 11:59 AM

Council File No: 20-1477

Comments for Public Posting: Dear Honorable Councilmembers:Marqueece Harrison Dawson Hello my name is Hassan Zuniga a ACCE member write the City of Los Angeles to express our concerns about Item No. 5, a motion directing the Department of City Planning (“DCP”) and Department of Building and Safety (“DBS”) to provide recommendations on a new structural demolition policy allowing developers in the entitlement process to be granted demolition permits for properties that have become a public nuisance, without the need for an approved set of plans, while also trying to ensure compliance with the California Environmental Quality Act (“CEQA”) and the protection of historical resources (“Motion”). An overarching concern with the demolition scheme policy in the Motion is that demolition policies can be subject to misuse by property owners and would-be applicants. For example, some property owners have prematurely evicted tenants only to allow their properties to languish for years as they secure future entitlements and/or attempt to sell their property/project. Thus, the Motion could lead to a loss of housing and a perverse incentive for property owners to let their properties deteriorate to justify demolition (as mentioned by other City stakeholders). Additionally, early demolitions may distort the CEQA process. For example, approving the demolition of the existing property before approving a proposed project can lead to improper project piecemealing, which masks the project’s total impact (particularly as it relates to noise and air quality impacts). So too, this may unduly pre-commit the City to a course of action, like not considering the relocation of a historic resource or considering a no project alternative. Furthermore, many of the issues mentioned above come to light only during the entitlement/CEQA public review process, which is not mentioned in the Motion.

Communication from Public

Name: Abdullah Muhammed

Date Submitted: 12/08/2020 12:09 PM

Council File No: 20-1477

Comments for Public Posting: Dear Honorable Councilmembers: Marqueece Harrison Dawson Hello my name is Abdullah Muhammed a ACCE member that lives in District 8. I am write the City of Los Angeles to express our concerns about Item No. 5, a motion directing the Department of City Planning (“DCP”) and Department of Building and Safety (“DBS”) to provide recommendations on a new structural demolition policy allowing developers in the entitlement process to be granted demolition permits for properties that have become a public nuisance, without the need for an approved set of plans, while also trying to ensure compliance with the California Environmental Quality Act (“CEQA”) and the protection of historical resources (“Motion”). An overarching concern with the demolition scheme policy in the Motion is that demolition policies can be subject to misuse by property owners and would-be applicants. For example, some property owners have prematurely evicted tenants only to allow their properties to languish for years as they secure future entitlements and/or attempt to sell their property/project. Thus, the Motion could lead to a loss of housing and a perverse incentive for property owners to let their properties deteriorate to justify demolition (as mentioned by other City stakeholders). Additionally, early demolitions may distort the CEQA process. For example, approving the demolition of the existing property before approving a proposed project can lead to improper project piecemealing, which masks the project’s total impact (particularly as it relates to noise and air quality impacts). So too, this may unduly pre-commit the City to a course of action, like not considering the relocation of a historic resource or considering a no project alternative. Furthermore, many of the issues mentioned above come to light only during the entitlement/CEQA public review process, which is not mentioned in the Motion.

Communication from Public

Name: Thelma Mericle
Date Submitted: 12/08/2020 10:51 AM
Council File No: 20-1477

Comments for Public Posting: For your consideration: please vote NO on council file 20-1477. This is a bad idea giving developers the opportunity to decide if a building should be demolished without proper consideration for the tenants and following guidelines. There are already guidelines in place to keep the buildings in decent maintenance and not let them deteriorate. This is handing over the decision making to sometimes shady developers. Please vote NO.

Communication from Public

Name: Felipe Caceres

Date Submitted: 12/08/2020 11:21 AM

Council File No: 20-1477

Comments for Public Posting: I am submitting the attached letter for No. 5 on the PLUM Agenda for Tuesday, December 8, 2020, regarding demolition of properties that have become a public nuisance.

December 8, 2020

VIA EMAIL & ONLINE PORTAL:

Planning Land Use Management Committee
c/o Leyla Campos, Legislative Assistant
City of Los Angeles
200 N. Spring Street, Room 1050
Los Angeles, CA 90012
clerk.plumcommittee@lacity.org
<https://cityclerk.lacity.org/publiccomment/>

RE: Item 5, PLUM Special Meeting Scheduled December 8, 2020; Motion for DCP/DBS Recommendations on Early Demolition Policy (Council File No. 20-1477)

Dear Honorable Councilmembers:

On behalf of SEIU 721 (“**Commenters**”), we write the City of Los Angeles (“**City**”) to express our concerns about Item No. 5, a motion directing the Department of City Planning (“**DCP**”) and Department of Building and Safety (“**DBS**”) to provide recommendations on a new structural demolition policy allowing developers in the entitlement process to be granted demolition permits for properties that have become a public nuisance, without the need for an approved set of plans, while also trying to ensure compliance with the California Environmental Quality Act (“**CEQA**”) and the protection of historical resources (“**Motion**”).¹

An overarching concern with the demolition scheme policy in the Motion is that demolition policies can be subject to misuse by property owners and would-be applicants. For example, some property owners have prematurely evicted tenants only to allow their properties to languish for years as they secure future entitlements and/or attempt to sell their property/project. Thus, the Motion could lead to a loss of housing and a perverse incentive for property owners to let their properties deteriorate to justify demolition (as mentioned by other City stakeholders).²

Additionally, early demolitions may distort the CEQA process. For example, approving the demolition of the existing property before approving a proposed project can lead to *improper project piecemealing*, which masks the project’s total impact (particularly as it relates to noise and air quality impacts). So too, this may *unduly pre-commit the City to a course of action*, like not considering the relocation of a historic resource or considering a no project alternative. Furthermore, many of the issues mentioned above come to light only during the entitlement/CEQA *public review process*, which is not mentioned in the Motion.

Thus, there are many concerns that must be resolved before approving any proposed early-demolition policy, which Commenters respectfully request Planning and Land Use Committee (“**PLUM**”) address in the report back from DCP/DBS, including:

- What is the pressing need for the Motion at this time?

¹ https://clkrep.lacity.org/onlinedocs/2020/20-1477_mot_11-10-2020.pdf.

² https://clkrep.lacity.org/onlinedocs/2020/20-1477_PC_AB_12-05-2020.pdf.

- What efforts will be made to fix existing demolition permit abuse?
- What protections will be given from premature evictions? Will PLUM ask DCP/DBS to require early-demolition permit applications be accompanied by a housing history report and bar early-demolition permits for any property that evicted housing tenants within three years of submission of its entitlement application?
- What safeguards and/or penalties will be in place to dissuade applicants from allowing their properties to fall into disrepair as a means to justify demolition? Will PLUM ask DCP/DBS to include a complete bar of early-demolition permits to applicants with unclean-hands?
- What will be the necessary standard and burden of proof to establish a property is deemed a public nuisance? Will PLUM ask DCP/DBS to ensure this determination is not made unilateral by a self-motivated applicant and require specific evidence that can be corroborated by the City?
- What protections will be given to potential historical resources? Will PLUM ask DCP/DBS to include an absolute bar on early-demolition permits for all *potential* historic resources?
- What will protect the City from applicant claims of estoppel to limit future discretionary actions during the entitlement/CEQA process? Will PLUM ask DCP/DBS to include a “demolish-at-your-own-risk” provision for all early-demolition permits?
- What assurance will be made for public vetting in an open and transparent forum? Will PLUM ask DCP/DBS to require all early-demolition permits be subject to public noticing/hearing requirements with appeal rights to aggrieved parties?

Commenters appreciate the opportunity to provide these comments. We ask that we are placed on the noticing list for all hearings, reports, and decisions concerning this Motion. Please send notices to: Felipe.Caceres@seiu721.org . Thank you for your consideration.

Sincerely,

Felipe Caceres, Coordinator
SEIU 721
Felipe.Caceres@seiu721.org

Communication from Public

Name: Kim Cooper

Date Submitted: 12/07/2020 12:24 PM

Council File No: 20-1477

Comments for Public Posting: Dear Councilmembers, This is one of the most disturbing motions I have ever seen come across the council agenda file. If council approves this giveaway to big property developers, more Angelenos will be evicted by speculators, more naturally occurring affordable housing will be allowed to suffer "demolition by neglect" and demolition, more neighborhoods will become blighted and more citizens will end up on the street. The potential impact to our priceless historic housing stock is enormous and horrible to contemplate. There are existing laws that require property owners to maintain their buildings. If these laws were actually enforced, we would have less so-called nuisance properties, and no need for a radical proposal like Motion 20-1477. Vote NO. sincerely yours, Kim Cooper, cultural historian, Esotouric Los Angeles, CA 90032

Communication from Public

Name: Margaret Wynn

Date Submitted: 12/07/2020 01:20 PM

Council File No: 20-1477

Comments for Public Posting: Council File: 20-1477 - Nuisance Properties / Structural Demolition Policy / Entitlement Process (Joe Buscaino - Paul Koretz) is a TERRIBLE motion coming before City Council's PLUM Committee at 2pm Tuesday 12/8. It would allow absentee landlords to evict Angelenos, let their homes deteriorate, then get permission to demolish the buildings with no plans for a new project. This is just a giveaway to property speculators, and actually will CREATE blight while pretending to clean it up. We made a public comment urging PLUM to vote no (see below) and you can too by clicking NEW at the link.
<https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=20-1477>
OUR KIM COOPER's COMMENT: Dear Councilmembers, This motion is incredibly disturbing and has so much potential for abuse. It is nothing more than a giveaway to speculators and big property developers. If it is approved, more people will be evicted from existing affordable housing, which will then be allowed to be neglected to the point of requiring demolition, more blight will be created, and the end result will be more ruined neighborhoods, less affordable housing, and more Angelenos out on the street. There is so much potential here for abuse towards existing housing, particularly historic buildings. Property owners are already required by law to maintain their buildings. If those were actually enforced, there would be fewer so-called nuisance properties, and a radical proposal like Motion 20-1477 would be totally unnecessary. Please vote NO. Thank you, Margaret Wynn

Communication from Public

Name: Adrian Scott Fine
Date Submitted: 12/07/2020 04:07 PM
Council File No: 20-1477

Comments for Public Posting: On behalf of the Los Angeles Conservancy, Adrian Scott Fine: We have strong concerns regarding this proposal and whether or not the identified solution, as currently outlined in the motion, is appropriate to address the challenge. This appears to actually reward owners that intentionally neglect their properties (demolition by neglect) and make them a nuisance to adjacent neighbors and the entire neighborhood. This action also appears to be in conflict with Council File No: 17-0226-S1 regarding "Unpermitted Remodels, Additions and Demolitions of Buildings / Monetary Penalties" which currently is pressing for stronger demolition deterrents which is greatly needed. Rather than making it easier to neglect and demolish existing buildings and resources, we need a stronger process to ensure owners are not abusing the building code and planning processes. We also think this proposal is problematic as it appears to assume project approvals and outcomes will favorably occur for the owner/applicant, including CEQA actions, demolition should not occur until approvals and any appeals afforded to the public are fully exhausted. All property owners, regardless of what approvals they are seeking, should be required to play by the same set of rules, adhering to maintenance and building code standards up until the point that they have secured all approvals for a proposed project/demolition. If anything, we should not be approving demolitions until a project is ready to proceed; otherwise we will likely be left with empty lots citywide where nothing occurs, creating a new type of nuisance. The Los Angeles Conservancy has much expertise in these matters and looks forward to working closely with the City Council should this proposal move forward. Thank you.

Communication from Public

Name: Alanna

Date Submitted: 12/07/2020 04:10 PM

Council File No: 20-1477

Comments for Public Posting: As someone who has respect and admiration for the historical qualities of Hollywood, where I reside, I find this measure appalling. Koretz and Busciano should feel ashamed as this is a clear indicator that they are in the pockets of developers and slum lords. At this unprecedented time we need to preserve housing and minimize evictions. This motion would exacerbate the housing crisis, replacing affordable units with luxury ones, and evicting low income tenants. We have plenty of luxury housing in this city and we will continue to have an excess as people move out of our city for financial reasons. Low income tenants often don't have the income required to make a move, and this would force them into that situation. Koretz and Busciano must want to add more tents to our sidewalks in exchange for whatever kickback they are receiving from our real estate industry. Just shameful. Please vote "No" if you care at all for this city.

Communication from Public

Name: Rachel Capata

Date Submitted: 12/07/2020 05:03 PM

Council File No: 20-1477

Comments for Public Posting: The degree of “benign neglect” already suffered at the hands of speculating developers is astonishing - and this will only serve to exacerbate the problem. We need affordable housing AND thoughtful historic preservation, neither of which will be accomplished through this route. Please vote “no.”

Communication from Public

Name: ianthe zevos

Date Submitted: 12/07/2020 07:41 PM

Council File No: 20-1477

Comments for Public Posting: December 7, 2020 Planning & Land Use Management Committee Los Angeles City Hall 200 N. Spring Street, Room 1050 Los Angeles, CA 90012 RE: Council File 20-1477 Dear PLUM Committee Members: I am writing you in my individual capacity to express my strong opposition to Council File 20-1477, item #5 on your PLUM Committee Agenda of December 8, 2020. As you know, developers frequently evict tenants from RSO properties and deliberately let the buildings fall into disrepair to further their own aims. I witnessed this happen first hand with a property across the street from my home. The long-term RSO tenants were displaced during the initial sale of the property to make it a more attractive development opportunity. The purchaser then kept the property empty, despite the demand for affordable housing, because it served two aims: (1) it made the remaining residents of the block amenable, even eager for demolition, as the property became a haven for graffiti, drug use and vandalism, and (2) it put pressure on the single family home owners sharing its property line to sell their property, as they were continually dealing with trespass, theft and worse. Those homeowners did end up selling, rewarding the developer for their bad faith efforts with larger contiguous lots on which to build their market rate townhomes. This dynamic and variations of it play out repeatedly throughout the city of Los Angeles every day, and your motion would make this practice even more attractive for real estate speculators. The city of Los Angeles is in the midst of an historic affordable housing crisis; what we need are structural DISINCENTIVES for displacement, not the opposite. Please vote NO on this motion. Sincerely, Ianthe Zevos 3015 Marathon Street Los Angeles, CA 90026

Communication from Public

Name: Andrea Rojas

Date Submitted: 12/07/2020 08:26 PM

Council File No: 20-1477

Comments for Public Posting: Hello, My name is Andrea Rojas and I am urging the committee to oppose item #5. The displacement and increased development that is taking over CD8 is currently harming Black and Brown working class and immigrant communities. Developers and realtors prey upon and harass Black and Brown communities to sell their homes. Once the developer owns these structures, they let the structures deteriorate, so they can either sell or develop the deteriorated home (AKA "public nuisance"). The development that is occurring around USC is primarily for university students and not for the aforementioned community that wants to keep growing in the community. The long term residents are slowly but surely being pushed out by these classist and racist tactics. Please oppose this motion and stop the continual racial violence that is happening to long term residents of CD8. Please do not exacerbate community displacement by passing this motion. Thank you.

Communication from Public

Name: Susan Winsberg
Date Submitted: 12/08/2020 01:43 AM
Council File No: 20-1477

Comments for Public Posting: Dear councilmembers Buscaino and Koretz, Your proposed measure to promote and encourage demolition of existing buildings is extremely dangerous for this city and encourages reckless behavior on the part of developers, who already are getting away with whatever they want in this city -- if you consider the people they are preemptively displacing, without even having a plan drafted; the historic resources they are running roughshod over, often successfully avoiding CEQA reviews; the extreme harm to the environment these demotions cause; and I could go on. Los Angeles has already become a developer's playground, with ever fewer constraints and less oversight. This ruling would be that on steroids. It's a TERRIBLE idea! The real problem is that these buildings are being vacated months to years before a building plan is in place, thus allowing them to become derelict. And the answer is NOT to give the developers the greenlight to destroy these buildings without a plan, but rather to allow people to remain in their homes as long as possible, and better yet, to preserve the extant buildings instead of always demolishing them. I would hope that you could see that. Please DO NOT go ahead with this wrong-headed measure. Thank you,
Susan Winsberg 6536 Franklin Ave., apt. 1 Los Angeles, CA 90028

Communication from Public

Name: Carol Cetrone

Date Submitted: 12/08/2020 03:47 AM

Council File No: 20-1477

Comments for Public Posting: Dear PLUM Committee, Even though it is required for property owners to secure and maintain their land, the term "demolition by neglect" is now commonly acknowledged as developers intentionally allow their properties to disintegrate. We have repeatedly witnessed when our beautiful, viable and valuable buildings are demolished, sometimes with no notification at all, in a corrupt rush for profit. We have tried to communicate the flaws in various demolition and posting ordinances and have been repeatedly ignored. It has become routine for developers get away with illegal, unannounced or un-permitted demolitions. But instead of enforcing the law, this motion will serve to encourage more evictions, more blight and yet more rapid destruction of our historic resources; it is another reward for bad behavior, another easement for developers. This motion is intentionally harmful to the preservation community; it is wrongheaded, a step in the wrong direction, and just plain wrong. Thank you, Carol Cetrone
The Silver Lake Heritage Trust Silver Lake NC Urban Design and Preservation Committee

EXHIBIT 11

VI. ALTERNATIVES TO THE PROPOSED PROJECT

A. INTRODUCTION

The State CEQA Guidelines require that EIRs include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the project while still meeting the general project objectives. The CEQA Guidelines also set forth the intent and extent of alternatives analysis to be provided in an EIR. Those considerations are discussed below.

Alternatives to the Proposed Project

Section 15126.6(a) of the CEQA Guidelines states: “An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the “rule of reason.”

Purpose

Section 15126.6(b) of the CEQA Guidelines states: “Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.”

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states: “The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency’s determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.” Factors that may be taken into account when addressing feasibility and infeasibility are site suitability, economic viability, availability of infrastructure, and technological feasibility.

Level of Detail

The CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the CEQA Guidelines states: "The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

Project Objectives

The objectives for the proposed Green Hollow Square project are:

1. Architecture/Design

- Create a development that provides a mix of retail, office and restaurant uses that cater to the Brentwood community, within which buildings are integrated with one another and clearly relate to each other in terms of proportion, height, mass, and façade;
 - Develop a mixed-use commercial project that creates a sense of place for customers and community within walking or short driving distance of the Brentwood area;
 - Provide an efficient site circulation system to prevent auto queuing or back-up onto San Vicente Boulevard;
 - Provide a project that meets LEED standards and includes energy efficient features that minimize the project's ongoing effects on the environment;
 - Develop a mixed use project that is compliant with all current building and environmental codes and meets modern commercial standards for high-class quality businesses;

2. Facilities

- Create a commercial development with more current facilities that will be competitive with similar properties along the San Vicente Corridor in the Brentwood area;

3. Specific Plan Implementation

- Contribute to the City's vision for the San Vicente Scenic Corridor Specific Plan;
 - Provide on-site parking facilities for the project's employees and customers that would exceed City Code requirements, thus alleviating parking on neighborhood streets;

- Provide a design that emphasizes a cohesive, well-defined pedestrian network, within which there are generous public spaces for walking and sitting; and

4. Economics

- Enhance return on applicants' investment and tax revenue to local governmental agencies.

Overview of Selected Alternatives

The alternatives analyzed for the proposed project include:

- Alternative 1(a):** No Project Alternative [No Build scenario]
- Alternative 1(b):** No Project Alternative [Existing Zoning scenario]
- Alternative 2:** Reduced Project Alternative
- Alternative 3:** Same FAR, More Restaurant
- Alternative 4:** Preservation Alternative

These alternatives were included for analysis based on mandatory requirements of CEQA and because of their potential to reduce the significant and unavoidable impacts of the proposed project related to historic resources, aesthetics, construction noise, and traffic. Table VI-1 below shows a comparison between the existing uses, proposed project, and project alternatives.

**Table VI-1
Existing, Proposed, and Alternatives Comparison**

Use	Existing ^a	Proposed Project	Alt. 1 (a)	Alt. 1(b)	Alt. 2	Alt. 3	Alt. 4
Residential	2 du	1 du	2 du	1 du	1 du	1 du	1 du
Retail	20,900 sf	51,500 sf	20,900 sf	35,000 sf	38,625 sf	45,413 sf	70,454 sf
Storage	--	7,000 sf	--	--	5,250 sf	6,173 sf	
Restaurant	--	6,800 sf	--	--	5,100 sf	14,660 sf	
Outdoor Dining	--	3,700 sf	--	--	2,775 sf	3,700 sf	
Office	13,956 sf	8,000 sf	13,956 sf	70,000 sf	6,000 sf	7,054 sf	
Total^b	34,856 sf	73,300 sf	34,856 sf	105,000 sf	54,975	73,300 sf	70,454 sf

-- = Not applicable, sf = square feet

^a Existing consists of 5 buildings with 13,956 sf commercial/office, 20,900 sf commercial.

^b Total for building space only and does not include outdoor dining area. However, for purposes of traffic generation, outdoor dining is included.

Alternatives 1(b), 2, and 3 would demolish all 5 existing buildings (34,856 sf) and remove 2 single-family homes on Saltair.

Alternative 4 would demolish all existing buildings except for the 13,856 sf Barry Building, which would be preserved and included as part of the total 70,454 sf of proposed space.

Details of Selected Alternatives

Alternative 1(a) – No Project Alternative [No Build scenario]

Alternative 1(a) would consist of the No Build scenario of the No Project Alternative. Under this Alternative, the project site would remain developed with the existing uses. This alternative assumes continuation of existing conditions as well as the development of the related projects.

Alternative 1(b) – No Project Alternative [Existing Zoning scenario]

Alternative 1(b) would consist of the Existing Zoning scenario of the No Project Alternative. Like the proposed project, this alternative would involve the demolition of all 5 existing buildings (34,856 sf) and the removal of 2 existing single-family residences on Saltair. Under this Alternative, the project site would be built-out to the maximum allowed under the existing zoning (approximately 105,000 square feet of commercial uses). The project would be three stories and would consist of 35,000 square feet of ground floor retail space, and 70,000 square feet of office space (contained in levels two and three). This alternative would also include one (1) single-family residence on Saltair. Parking would be provided according to code requirements.

Alternative 2 - Reduced Project Alternative

Alternative 2 would consist of the Reduced Project Alternative. Like the proposed project, this alternative would involve the demolition of all 5 existing buildings (34,856 sf) and the removal of 2 existing single-family residences on Saltair. Under this Alternative, the project site would be developed with approximately 54,975 square feet of commercial uses (a 25% reduction from the proposed project). This alternative would include 38,625 sf of retail space, 5,250 sf of storage space, 5,100 sf of restaurant space plus 2,775 sf of outdoor dining area, 6,000 sf of office space, and one single-family residence on Saltair. This alternative would also include 25% less parking than the proposed project.

Alternative 3 – Same FAR, More Restaurant

Alternative 3 would consist of a project of the same square footage as the proposed project (approximately 73,300 square feet of commercial uses). Like the proposed project, this alternative would involve the demolition of all 5 existing buildings (34,856 sf) and the removal of 2 existing single-family residences on Saltair. However, under Alternative 3, the project site would be developed with approximately 14,660 square feet of restaurant uses (approximately 20% of the project) plus 3,700 sf of outdoor dining area. The remainder of the project (approximately 58,640 square feet) would be developed with 45,413 sf of retail space, 6,173 sf of storage space, and 7,054 sf of office space. One single-family residence would be constructed on Saltair. This alternative would include the same number of parking spaces as the proposed project.

Alternative 4 – Preservation Alternative

Under Alternative 4, the Barry Building would be retained, and new tenant spaces would be developed around it, which would result in a project of approximately 70,454 square feet (which includes the 13,956 square foot Barry Building). This alternative integrates the Barry Building to the extent possible with the project's other new retail and commercial buildings, and is slightly smaller than the proposed project in order to provide a project that better integrates the Barry Building. This alternative would also include construction of one single-family residence on Saltair and would include the same number of parking spaces as the proposed project. The main difference between this alternative and the proposed project is the retention of the historic-cultural monument, the Barry Building.

Alternatives Rejected as Being Infeasible

As described above, Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination.

One alternative that was considered was constructing the project on an alternative site. However, the project applicant does not own or control another site of comparable size on a major street within the City of Los Angeles. Therefore, constructing the project on an alternative site was rejected as infeasible.

Another alternative that was considered was moving the Barry Building to an alternative site, including City-owned sites, with the applicant bearing the cost of relocation. (Mitigation Measure E-2 in the Cultural Resources section of this Draft EIR outlines the possibility of a third party relocating the Barry Building to an alternative site.) The applicant's representative contacted the Los Angeles Department of Recreation and Parks to inquire as to whether the Department would consider accepting the building at one of its sites. According to Jon Mukri, General Manager of the Recreation and Parks Department, siting the Barry Building on Department-owned land is not consistent with the Department's plans governing uses on the City's parks and recreational sites, and the Department is also not in a position to underwrite the cost of the building's annual maintenance and any necessary rehabilitation.¹ Therefore, the Department has declined the offer of moving the Barry Building to one of the City's parks or recreational facilities. In terms of private land, the cost of the applicant acquiring non-residential zoned land within and near the Brentwood area for the purpose of rehabilitating and maintaining the Barry Building is prohibitive.²

¹ Letter from John Mukri, General Manager, City of Los Angeles Department of Recreation and Parks, October 29, 2010, included as Appendix L to this Draft EIR.

² According to Galvin Preservation Associates, an appropriate receiving site for the Barry Building would be a site facing the street on a commercial boulevard (see Appendix N for the full letter). According to CB Richard Ellis, the cost of non-residentially zoned sites within a 2-3 mile radius of the project site ranges from \$200-\$500 per square foot. Letter from Stanley W. Gerlach, Jr., CB Richard Ellis, May 24, 2010, included as Appendix L to this Draft EIR.

Assumptions and Methodology

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the proposed project, and assumes that all applicable mitigation measures proposed for the project would apply to each alternative. Impacts associated with the alternatives are compared to project-related impacts and are classified as greater, less, or essentially similar to (or comparable to) the level of impacts associated with the proposed project. Further, the analysis of each alternative includes a discussion of impacts if the optional project design feature (one of the median cut scenarios) is implemented.

B. ALTERNATIVES ANALYSIS

The following alternatives analysis compares the potential environmental impacts of five alternatives with those of the proposed project for each of the environmental topics analyzed in detail in Section IV (Environmental Impact Analysis) of the EIR.

Alternative 1(a): No Project Alternative [No Build scenario]

Alternative 1(a) is the circumstance under which the project does not proceed. The CEQA Guidelines (Section 15126.6(e)) provide that the “no project” analysis shall discuss the existing conditions at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved based on current plans and consistent with available infrastructure and community services.

Under Alternative 1(a), the project site would remain developed with the five existing commercial structures, accompanying surface parking areas, and two single-family residential dwelling units. Alternative 1(a) assumes the continuation of existing conditions on the project site as well as the development of the related projects.

The potential environmental impacts associated with Alternative 1(a) are described below and are compared to the potential environmental impacts associated with the proposed project.

Aesthetics

Under Alternative 1(a), the five existing commercial structures, accompanying surface parking areas, and two single-family residential dwelling units would remain onsite, and would continue in their existing state. There would be no potential to create a change or improvement in the visual character of the project site, block view sheds, create shadows on adjacent land uses, or create new sources of glare and lighting. Therefore, these impacts would be less than the proposed project’s significant and unavoidable impact with respect to loss of a scenic resource, and less than all of the project’s other less than significant aesthetic impacts.

Air Quality

No grading or construction would be required under Alternative 1(a) and no new vehicle trips would be generated. In addition, no air pollutant emissions (e.g., PM₁₀, CO, and NO_x) related to grading, construction, or trips would be generated under this scenario. Therefore, air quality impacts would be less than significant under Alternative 1(a), which would be less than the proposed project's less than significant impacts.

Greenhouse Gases

No construction or alteration to the project site would occur under Alternative 1(a). This alternative would not be expected to result in increased GHG emissions, as it would not increase electricity and natural gas consumption, vehicle miles traveled (VMT), water use, and solid waste generation and subsequent disposal into landfills. Therefore, Alternative 1(a) would result in no impact with respect to GHG emissions, which would be less than the proposed project's less than significant impacts.

Cultural Resources

Under Alternative 1(a), the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would remain onsite. Therefore, as the Barry Building would not be demolished, Alternative 1(a) would result in a less than significant impact with respect to historic resources. This would be less than the proposed project's significant and unavoidable impact with respect to historic resources.

No excavation or grading activities would occur under Alternative 1(a). Therefore, there would be no potential to encounter paleontological or archaeological resources or human remains at depths not previously excavated. As such, impacts with respect to paleontological and archaeological resources would be less than significant, and less than the proposed project's less than significant impacts.

Geology and Soils

Under Alternative 1(a), no grading or excavation would take place; thus, no impacts associated with grading or excavation would occur. In addition, no people or structures would be exposed to geotechnical hazards under this alternative. Therefore, impacts to geology and soils under Alternative 1(a) would be less than the proposed project's less than significant impacts.

Hazards and Hazardous Materials

No new or different land uses or activities would occur on the site that would potentially involve the routine transport, use, or disposal of hazardous materials. Therefore, impacts associated with hazards and hazardous materials under Alternative 1(a) would be less than significant, and less than the proposed project's less than significant impacts.

Land Use and Planning

The existing buildings would continue to occupy the project site under Alternative 1(a). Therefore, Alternative 1(a) would not conflict with the site's land use or zoning designations. However, the existing buildings do not meet design criteria contained in local plans. Regarding community division, this alternative would not involve any development that would have the potential to physically divide an established community. Overall, Alternative 1(a) would result in no impact with respect to land use, which would be less than the proposed project's less than significant impacts.

Noise

As no new development would occur on the project site under Alternative 1(a), no noise would be generated from construction activities. Furthermore, no new structures or other sources of noise would be developed on the project site under this alternative. Therefore, under Alternative 1(a), there would be no impacts associated with noise, and impacts would be less than the proposed project's significant and unavoidable construction noise impact, and less than the proposed project's less than significant operational impact.

Population and Housing

Under Alternative 1(a), no new land uses would be developed which could impact population and housing. This alternative would not result in a change that would increase or decrease population, housing units or employees. Therefore, impacts under Alternative 1(a) would be less than significant and impacts would be less as compared to the proposed project's less than significant impacts.

Public Services

Fire Protection

Under Alternative 1(a), no new land uses would be developed which could potentially increase the demand on fire protection services. This alternative would not result in an increase in the demand of protection and emergency services provided by the Los Angeles Fire Department. Therefore, fire protection impacts under Alternative 1(a) would not be significant and impacts would be less under this scenario as compared to the proposed project's less than significant impacts.

Police Protection

Under Alternative 1(a), no new land uses would be developed which could potentially increase the demand for police protection services. This alternative would not result in an increase in the demand for police protection services. Therefore, no impacts on police protection services would occur under Alternative 1(a), and impacts would be less than those associated with the proposed project's less than significant impacts.

Schools

Under Alternative 1(a), no new land uses would be developed which could potentially increase the demand for police protection services. This alternative would not result in additional students or an increase in the demand for school services. Therefore, no impacts on schools would occur under Alternative 1(a), and impacts would be less than those associated with the proposed project's less than significant impacts.

Parks

Under Alternative 1(a), no new land uses would be developed which could potentially increase the demand for parks. This alternative would not result in any new permanent residents or an increase in the demand for parks. Therefore, no impacts on parks would occur under Alternative 1(a), and impacts would be less than those associated with the proposed project's less than significant impacts.

Libraries

Under Alternative 1(a), no new land uses would be developed which could potentially increase the demand for library services. This alternative would not result in any new permanent residents or an increase in the demand for library services. Therefore, no impacts on library services would occur under Alternative 1(a), and impacts would be less than those associated with the proposed project's less than significant impacts.

Transportation and Traffic

Under Alternative 1(a), no additional traffic would be generated from the project site. Development of the proposed project would generate 1,456 net new daily trips, including 76 net new AM peak hour trips and 255 net new PM peak hour trips. Under this alternative, these additional trips would not be generated, intersection impacts and freeway conditions would not change, and thus, no significant impacts would occur. Therefore, no impact on traffic or transportation would occur under Alternative 1(a), and impacts would be less than the proposed project's significant and unavoidable impacts at the four identified intersections. However, this alternative would not result in the addition of extra parking at the project site, which the proposed project would provide to benefit the surrounding vicinity.

Utilities

Wastewater

No additional wastewater would be generated on the project site under Alternative 1(a). Under the proposed project, there would be a net increase of approximately 3,453 gpd of wastewater (see Section IV.M-1, Wastewater). Therefore, no impact on wastewater services would occur, and impacts under the Alternative 1(a) would be less than those associated with the proposed project's less than significant impacts.

Water

No additional demand for water supply would be generated on the project site under Alternative 1(a). Under the proposed project, there would be a net increase in demand of approximately 4,143 gpd of water (see Section IV.M-2, Water). Therefore, no impact on water supply services would occur, and impacts under Alternative 1(a) would be less than those associated with the proposed project's less than significant impacts.

Solid Waste

No additional solid waste would be generated under Alternative 1(a). The proposed project would result in the net generation of approximately 187 pounds of solid waste per day (see Section IV.M-3, Solid Waste) while in operation. Therefore, no impact on solid waste services would occur, and impacts under Alternative 1(a) would be less than those associated with the proposed project's less than significant impacts.

Energy

No additional demand for electricity and natural gas would be generated on the project site under Alternative 1(a). Under the proposed project, there would be a net increase in demand of approximately 863,909 kWh/year of electricity and 119,653 cf/month of natural gas (see Section IV.M-4, Energy). Therefore, no impact on electricity and natural gas supply would occur, and impacts under Alternative 1(a) would be less than those associated with the proposed project's less than significant impacts.

Relationship to Project Objectives

Alternative 1(a) maintains the existing conditions at the project site. However, Alternative 1(a) would not satisfy any of the project objectives, which are detailed at the beginning of this section.

Reduction of Significant Project Impacts

Alternative 1(a) would not result in any significant environmental impacts, and would reduce the project's significant and unavoidable impacts with respect to historic resources, aesthetics, construction noise, and traffic.

Alternative 1(b): No Project Alternative [Existing Zoning scenario]

Alternative 1(b) would consist of the Existing Zoning scenario of the No Project Alternative. Like the proposed project, this alternative would involve the demolition of all 5 existing buildings (34,856 sf) and the removal of 2 existing single-family residences on Saltair. Under this Alternative, the project site would be built-out to the maximum allowed under the existing zoning (approximately 105,000 square feet of commercial uses). The project would be three stories and would consist of 35,000 square feet of ground floor retail space, and 70,000 square feet of office space (contained in levels two and three). This

alternative would also include one (1) single-family residence on Saltair. Parking would be provided according to code requirements.

Aesthetics

Like the proposed project, the buildings under Alternative 1(b) would be new buildings. The maximum height of the structures would be the same as the proposed project, with a maximum height of 45 feet. However, development under this alternative would result in more intense development of the project site when compared to the proposed project, creating more apparent massing on the project site. As this alternative would still result in demolition of the Barry Building, it would result in a significant and unavoidable impact with respect to loss of a scenic resource, similar to the proposed project's significant and unavoidable impact. Overall, implementation of this alternative would result in less than significant impacts with respect to views, shade/shadow, and light/glare, but impacts would be greater than the proposed project's less than significant impacts due to more intense development of the site.

Air Quality

Construction

Regional and localized construction related impacts under the proposed project were found to be less than significant. Under Alternative 1(b), the project site would be developed as a commercial project totaling 105,000 square feet with one single-family home. While it is assumed that construction of this alternative would generally utilize the same construction equipment as the proposed project, the duration of the construction period would be longer than the proposed project. However, peak daily construction activities under this alternative would be similar to those associated with the proposed project. Thus, similar to the proposed project, it is expected that regional and localized construction-related daily emissions under this alternative would not exceed SCAQMD daily significance thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, the daily air quality impacts associated with the construction of Alternative 1(b) would be less than significant, although slightly increased compared to the proposed project due to the longer construction duration.

Operation

Regional and localized operational impacts were found to be less than significant for the proposed project. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site. The proposed project would generate 1,456 daily trips. Although Alternative 1(b) would result in an increase of square footage compared to the proposed project, this alternative would result in a decrease of daily and peak hour trips compared to the proposed project due the type of uses proposed. As shown in detail under the Transportation and Traffic subsection below, Alternative 1(b) would result in 544 daily net new trips, or approximately 912 less daily trips than the proposed project. As such and further illustrated in Table VI-2 below, air quality impacts with respect to motor vehicles

would be less than significant and reduced compared to the proposed project. With respect to area source emissions, this alternative would include an increase of approximately 31,700 sf of development compared to the proposed project. Thus, area source emissions would be slightly increased. However, as shown in Table VI-2 below, these increases would not be substantial and would not exceed the thresholds of significance. In conclusion, the operational air quality impacts associated with Alternative 1(b) would be less than significant and slightly reduced compared to the proposed project.

**Table VI-2
Estimated Future (2014) Daily Operational Emissions for Alternative 1(b)**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Alternative 1(b) Emissions						
Water and Space Heating, and Cooking Appliances	0.06	0.82	0.68	0.00	0.00	0.00
Landscape Maintenance Equipment	0.25	0.04	3.14	0.00	0.01	0.01
Consumer Products	0.05	--	--	--	--	--
Architectural Coatings	0.62	--	--	--	--	--
Mobile (Vehicle) Sources	8.48	11.57	107.01	0.14	24.21	4.70
<i>Total Alternative 1(b) Emissions</i>	<i>9.46</i>	<i>12.43</i>	<i>110.83</i>	<i>0.14</i>	<i>24.22</i>	<i>4.71</i>
<i>Total Existing On-Site Emissions</i>	<i>7.59</i>	<i>10.13</i>	<i>93.25</i>	<i>0.09</i>	<i>14.58</i>	<i>2.85</i>
Total Alternative 1(b) Net Emissions	1.87	2.30	17.58	0.05	9.64	1.86
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Alternative 1(b) Emissions						
Water and Space Heating, and Cooking Appliances	0.06	0.82	0.68	0.00	0.00	0.00
Hearth	0.16	0.01	0.43	0.00	0.07	0.06
Consumer Products	0.05	--	--	--	--	--
Architectural Coatings	0.62	--	--	--	--	--
Mobile (Vehicle) Sources	9.26	13.96	101.54	0.12	24.21	4.70
<i>Total Alternative 1(b) Emissions</i>	<i>10.15</i>	<i>14.79</i>	<i>102.65</i>	<i>0.19</i>	<i>24.28</i>	<i>4.76</i>
<i>Total Existing On-Site Emissions</i>	<i>8.08</i>	<i>12.07</i>	<i>82.91</i>	<i>0.07</i>	<i>14.68</i>	<i>2.95</i>
Total Alternative 1(b) Net Emissions	2.07	2.72	19.74	0.05	9.60	1.81
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Source: Parker Environmental Consultants, October 2010. Calculation sheets are provided in Appendix C.</i>						

Greenhouse Gases

This alternative would result in the development of a proportionately larger project than the proposed project. However, as discussed above, due to a different mix of land uses than the proposed project, this alternative would result in reduced air quality emissions related to motor vehicles and only slight increases of area source emissions. As shown in Table VI-2 above, overall air quality emissions generated under this alternative would be less than significant and reduced compared to the proposed project. Consequently, GHG emissions under this alternative would also be reduced compared to the

proposed project. Similar to the proposed project, this alternative would not hinder attainment of the State's goals of reducing GHG emissions by 2020. This alternative would include similar energy efficient project design features as the proposed project (with the exception of the additional landscaping in the parking areas), and these features would be generally consistent with the applicable state and local plans at reducing GHG emissions. Overall, impacts with respect to GHG emissions under Alternative 1(b) would be less than significant and slightly reduced compared to the proposed project.

Cultural Resources

Under Alternative 1(b), the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be demolished. Therefore, as the Barry Building would be demolished, this alternative would result in the same significant and unavoidable impact with respect to historic resources as the proposed project.

While Alternative 1(b) would result in the construction of a larger project when compared to the proposed project, the entire site would be graded for both the proposed project and this alternative. Therefore, this alternative would result in a similar potential to encounter archaeological or paleontological resources when compared to the proposed project. Alternative 1(b) would implement the same mitigation measures as the proposed project, and therefore, impacts would be less than significant, and would be similar to the proposed project's less than significant impacts.

Geology and Soils

Alternative 1(b) would be located on the same project site as the proposed project, which is located in the seismically active region of Southern California. The impacts with respect to seismic hazards, fault rupture, ground shaking, liquefaction, and landslides would be similar to the proposed project. The same mitigation measures that would be implemented with the proposed project would also be implemented under this alternative. Impacts under the Existing Zoning scenario associated with seismic hazards would be similar to the proposed project's less than significant impacts.

Grading activities would be similar to the proposed project; however, development of Alternative 1(b) would result in a greater amount of excavation than the proposed project. Minor erosion and siltation could occur during construction similar to the proposed project's less than significant impacts. Like the proposed project, all site grading and site preparation would comply with applicable provisions of the City of Los Angeles Building Code and the California Building Standards Code for development. Impacts of this alternative for soil erosion would be similar to the proposed project's less than significant impacts. Overall, the geology and soils impacts under Alternative 1(b) would be similar to the proposed project's less than significant impacts.

Hazards and Hazardous Materials

Under Alternative 1(b), the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be demolished. As discussed in Section IV.G. (Hazards and Hazardous Materials) of this Draft EIR, the

mitigation measure that would be implemented for the proposed project with respect to the preparation of a Phase II Environmental Site Assessment would address potential impacts associated with the release of hazardous materials during construction activities. Because development under this alternative would occur on the same project site and the same mitigation measure would be implemented, the impacts associated with hazards and hazardous materials under this alternative would be less than significant, and would be similar to the proposed project's less than significant impacts.

Land Use and Planning

Under Alternative 1(b), the project site would be developed in accordance with the existing zoning of the site (C4-1VL, P-1VL-O, and RS-1-O). Some of the discretionary actions required for the proposed project would therefore not be required of this alternative. However, this alternative would still require the following entitlements: (1) Site Plan Review; (2) Design Review Board approval; (3) Certificate of Appropriateness (with respect to the Barry Building); and (4) Project Permit Compliance to the Specific Plan. Further, similar to the proposed project, this alternative would not physically divide an established community although activity on the site would be greater under this alternative than the proposed project as this project would result in a more intense commercial development than the proposed project. Overall, this alternative would result in no impact with respect to land use and planning, which would be less than the proposed project's less than significant impact.

Noise

Construction

Construction-related noise impacts were found to be significant and unavoidable for the proposed project. Demolition activities under Alternative 1(b) would be substantially similar to the proposed project; however, this alternative would result in a longer duration of construction activities as a larger project is proposed. Construction of this alternative would require the use of heavy equipment for demolition, excavation for subterranean parking, site grading, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. Similar to the proposed project, construction noise levels associated with this alternative are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations, with the exception of the Brentwood Science Magnet School playfield, by more than 5 dBA for more than ten days in a three-month period and by more than 10 dBA for more than one day. As such, these impacts would be considered potentially significant for this alternative. Like the proposed project, while mitigation measures would be implemented to ensure that this alternative's impacts would be reduced to the maximum extent feasible, construction related noise impacts for Alternative 1(b) would be considered significant and unavoidable. These impacts would be slightly increased compared to the proposed project due to a longer duration of construction activities.

Construction-related vibration impacts were found to be less than significant for the proposed project. As discussed above, the maximum daily construction activities under this alternative would be substantially similar to the proposed project. Thus, similar to the proposed project, none of the nearest surrounding off-site sensitive receptors would be exposed to groundborne vibration levels that exceed the thresholds of significance for building damages or human annoyance. In addition, and similar to the proposed project, several of the mitigation measures identified to reduce noise impacts would also serve to reduce groundborne vibration levels. Thus, construction-related groundborne vibration impacts associated with Alternative 1(b) would be considered less than significant. However, these impacts would be slightly increased compared to the proposed project due to a longer duration of construction activities.

Operation

Operational noise impacts were found to be less than significant for the proposed project. With respect to traffic and vehicular noise, Alternative 1(b) would result in approximately 912 less daily trips than the proposed project based on the different mix of land uses. Thus, impacts with respect to roadway noise levels would be less than significant and reduced compared to the proposed project. Similar to the proposed project, this alternative would also include subterranean parking that would generate noise from sources such as engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. These noise levels would be substantially similar to those experienced under the proposed project. As such, operational noise levels with respect to motor vehicles and parking would be less than significant and slightly reduced compared to the proposed project.

With respect to non-vehicular on-site noise sources, Alternative 1(b) would be substantially similar to the proposed project. Like the proposed project, this alternative's design and placement of on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. As this alternative does not include an outdoor eating space, this alternative would result in reduced noise levels associated with that source. In addition, and similar to the proposed project, Alternative 1(b) would include a mitigation measure that requires all exterior windows associated with the proposed single-family residence to be constructed such that interior noise levels would be below a CNEL of 45 dBA in any residential unit. As such, on-site operational noise impacts would be less than significant and essentially equivalent to the proposed project.

Operational vibration impacts were found to be less than significant for the proposed project. Similar to the proposed project, Alternative 1(b) would not include stationary equipment that would result in high vibration levels, which are more typical for large industrial projects. Although groundborne vibration at the project site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, Alternative 1(b) would not result in the increased use of these heavy-duty vehicles. While refuse trucks would be used for the disposal of solid waste at the project site, these trips would typically only occur once a week and would not be any different than those presently occurring at the project site for the existing commercial uses. The number of transit buses that

travel along San Vicente Boulevard would also not increase due to this alternative. As such, vibration impacts associated with operation of Alternative 1(b) would be less than significant and essentially equivalent to the proposed project.

Population and Housing

Under Alternative 1(b), the project site would be built-out to the maximum allowed under the existing zoning, resulting in a greater retail and office space (105,000 sf) as compared to the proposed project (73,300 sf), a difference of 31,700 sf. This would generate an additional 70 employees.³ According to the U.S. Department of Labor, Bureau of Labor Statistics, as of June 2010, the unemployment rate for the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area is 11.6%.⁴ Therefore, it is likely that there are unemployed workers in the project area who could fill the jobs generated by this alternative. The project developed under this alternative would not need highly technical or specialized employees who would need to relocate. The removal of one housing unit would not substantially displace a number of existing housing or people and would not induce growth in an area. Therefore, impacts would be similar to the proposed project and would be less than significant.

Public Services

Fire Protection

Under Alternative 1(b), the project site would be developed with a larger project, with a larger on-site population, when compared to the proposed project. The Los Angeles Fire Department has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 1(b) would be greater than the total onsite population for the proposed project. However, it is anticipated that the Los Angeles Fire Department could accommodate this alternative. Therefore, impacts with respect to fire protection services would be less than significant but greater than the proposed project's less than significant impacts.

Police Protection

Under Alternative 1(b), the project site would be developed with a larger project, with a larger on-site population, when compared to the proposed project. The Los Angeles Police Department has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 1(b) would be greater than the total onsite population for the proposed project. However, it is anticipated that the Los Angeles Police Department could accommodate this alternative. Therefore, impacts with respect to police protection services would be less than significant but greater than the proposed project's less than significant impacts.

³ *Los Angeles Unified School District, Commercial/Industrial Development School Fee Justification Study, September 2002.* 31.7×2.2371 (for every 1,000 sf) = 70

⁴ *US Department of Labor, Bureau of Labor Statistics, website: <http://www.bls.gov/web/metro/laummtrk.htm>, accessed August 8, 2010.*

Schools

Under Alternative 1(b), the project site would be developed with a larger project, with a larger on-site population, when compared to the proposed project. However, similar to the proposed project, there would be a net reduction of one single-family home. As a commercial project, this alternative would not result in additional students or an increase in the demand for school services. Therefore, no a less than significant impact on schools would occur under Alternative 1(b), and impacts would be similar to the proposed project's less than significant impacts.

Parks

Under Alternative 1(b), the project site would be developed with a larger project, with a larger on-site population, when compared to the proposed project. However, similar to the proposed project, there would be a net reduction of one single-family home. As a commercial project, this alternative would not result in any new permanent residents or an increase in the demand for parks. Therefore, a less than significant impact on parks would occur under Alternative 1(b), and impacts would be similar to the proposed project's less than significant impacts.

Libraries

Under Alternative 1(b), the project site would be developed with a larger project, with a larger on-site population, when compared to the proposed project. However, similar to the proposed project, there would be a net reduction of one single-family home. As a commercial project, this alternative would not result in any new permanent residents or an increase in the demand for library services. Therefore, a less than significant impact on libraries would occur under Alternative 1(b), and impacts would be similar to the proposed project's less than significant impacts.

Transportation and Traffic

Under Alternative 1(b), the project site would be developed with 105,000 square feet of commercial uses, which is larger than the proposed project. However, this alternative would result in a fewer daily trips (and peak hour trips) when compared to the proposed project because of the removal of the proposed restaurant and the increased office space (the different trip generation rates cause this change). As shown in Table VI-3, Alternative 1(b) would generate 544 daily trips, which is nearly 1/3 fewer trips than the proposed project's 1,456 daily trips. However, as shown in Table VI-4, Alternative 1(b) would result in significant impacts at four intersections. The proposed project had impacts at the following four intersections during PM peak hour:

- San Vicente/Bundy (west and east);
- Montana/Bundy;
- Montana/San Vicente; and

- San Vicente/Barrington.

Alternative 1(b) eliminates PM impact at San Vicente/Barrington but has a new PM impact at Wilshire/Bundy. Although this alternative would generate fewer daily trips, it would still result in significant impacts at four intersections. Overall, the impacts of this alternative would be significant and unavoidable at the same number of intersections as the proposed project (albeit, one different intersection).

Like the proposed project, this alternative could still implement an optional project design feature as described in Section II, Project Description (one of six possible design scenarios: 1, 1(a), 2, 2(a), 3, or 4) in order to improve traffic flow and site accessibility. However, as shown in Table VI-4, with implementation of any of the six possible scenarios, this alternative would still result in significant and unavoidable impacts at the same four intersections as without the design feature.

Parking

Parking would be provided according to code requirements. Using the same parking ratios as the proposed project, the following parking would be required:⁵

- 35,000 sf Retail – 140 spaces
- 70,000 sf Office – 233 spaces

Therefore, Alternative 1(b) would provide 373 parking spaces in accordance with code requirements. As this alternative would provide spaces according to code requirements, impacts would be less than significant and similar to the proposed project's less than significant impact. However, this alternative would not provide parking in excess of the anticipated parking requirements, as the proposed project would. As this alternative does not provide spaces in excess to code requirements, it is possible that parking shortages or "overflow" parking into the adjacent residential or commercial areas could occur from time to time.

⁵ *Parking Ratios from Hirsch/Green Transportation, revised March 2010.*

Retail: 4.00 spaces / 1,000 sf

Office: 1.00 space / 300 sf

**Table VI-3
Alternative 1(b) Trip Generation**

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
No Project Alternative [Existing Zoning scenario]							
35,000 sf General Retail	1,503	22	14	36	162	176	338
<i>(Less 5% Internal Project Capture)</i>	<i>(75)</i>	<i>(1)</i>	<i>(1)</i>	<i>(2)</i>	<i>(8)</i>	<i>(9)</i>	<i>(17)</i>
<i>(Less 5% Walk-In/Pedestrian Utilization)</i>	<i>(71)</i>	<i>(1)</i>	<i>(1)</i>	<i>(2)</i>	<i>(8)</i>	<i>(8)</i>	<i>(16)</i>
<i>(Less 50% Pass-by Trips)</i>	<i>(679)</i>	<i>(10)</i>	<i>(6)</i>	<i>(16)</i>	<i>(73)</i>	<i>(80)</i>	<i>(153)</i>
Subtotal General Retail Trips	678	10	6	16	73	79	152
70,000 sf Office	771	96	13	109	34	165	199
1 unit Single-Family Residential	10	0	1	1	1	0	1
Total Alternative 1(b) Trips	1,459	106	20	126	108	244	352
<i>Less Total Existing Uses Trips</i>	<i>915</i>	<i>34</i>	<i>17</i>	<i>51</i>	<i>40</i>	<i>76</i>	<i>116</i>
Total Net New Alternative 1(b) Site Trips	544	72	3	75	68	168	236
<i>Source: Hirsch/Green Transportation, October 1, 2010.</i>							

**Table VI-4
Critical Movement Analysis Summary Future (2014) Without and With Alternative 1(b) Conditions**

No.	Intersection	Peak Hour	Without Project		Alternative 1(b)			A 1(b) with San Vicente Median Concept 1, 1(a), 2, or 2(a)			Alt. 1(b) with San Vicente Median Concept 3 or 4		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1	Sunset and Kenter	AM	0.925	E	0.930	E	0.005	--	--	--	--	--	--
		PM	1.002	F	1.011	F	0.009	--	--	--	--	--	--
2	Sunset and Bundy	AM	0.912	E	0.912	E	0.000	0.912	E	0.000	0.912	E	0.000
		PM	0.806	D	0.818	D	0.012	0.809	D	0.003	0.809	D	0.003
3	Sunset and Barrington	AM	0.910	E	0.913	E	0.003	0.913	E	0.003	0.913	E	0.003
		PM	0.998	E	1.004	F	0.006	1.001	F	0.003	1.001	F	0.003
4	San Vicente and 26 th Street (City of Santa Monica)	AM	0.839	D	0.844	D	0.005	--	--	--	--	--	--
			(46.3) ^a	(D) ^b	(46.6)	(D)	(0.3)	--	--	--	--	--	--
		PM	0.818	D	0.827	D	0.009	--	--	--	--	--	--
			(46.3) ^a	(D) ^b	(48.6)	(D)	(2.3)						
5 (a)	San Vicente and Bundy (west intersection)	AM	0.873	D	0.880	D	0.007	0.880	D	0.007	0.880	D	0.007
		PM	0.987	E	1.026	F	0.039*	1.026	F	0.039*	1.026	F	0.039*
5 (b)	San Vicente and Bundy (east intersection)	AM	0.739	C	0.756	C	0.017	0.755	C	0.016	0.757	C	0.018
		PM	0.869	D	0.988	E	0.119*	0.955	E	0.086*	0.959	E	0.090*
6	Montana and Barrington	AM	0.633	B	0.633	B	0.000	0.633	B	0.000	0.633	B	0.000
		PM	0.855	D	0.855	D	0.000	0.861	D	0.006	0.861	D	0.006
7	Montana and Bundy	AM	0.745	C	0.759	C	0.014	0.759	C	0.014	0.756	C	0.011
		PM	0.952	E	0.981	E	0.029*	0.964	E	0.012*	0.962	E	0.010*
8	Montana and San Vicente	AM	0.572	A	0.572	A	0.000	0.572	A	0.000	0.572	A	0.000
		PM	0.926	E	0.979	E	0.053*	0.991	E	0.065*	0.947	E	0.021*
9	San Vicente and	AM	0.768	C	0.775	C	0.007	--	--	--	--	--	--

**Table VI-4
Critical Movement Analysis Summary Future (2014) Without and With Alternative 1(b) Conditions**

No.	Intersection	Peak Hour	Without Project		Alternative 1(b)			A 1(b) with San Vicente Median Concept 1, 1(a), 2, or 2(a)			Alt. 1(b) with San Vicente Median Concept 3 or 4		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
	Barrington	PM	0.958	E	0.964	E	0.006						
10	Wilshire and Bundy	AM	1.040	F	1.042	F	0.002	--	--	--	--	--	--
		PM	1.139	F	1.149	F	0.010*	--	--	--	--	--	--
11	Wilshire and Barrington	AM	0.787	C	0.789	C	0.002	--	--	--	--	--	--
		PM	0.734	C	0.740	C	0.006	--	--	--	--	--	--
12	Wilshire and San Vicente/Federal	AM	1.020	F	1.019	F	-0.001	--	--	--	--	--	--
		PM	1.026	F	1.029	F	0.003	--	--	--	--	--	--

* = Indicates significant impact per LADOT or City of Santa Monica traffic impact criteria, as applicable

^a Delay reflects total intersection approach delay in seconds, per HCM methodology.

^b LOS based on total intersection approach delay, per HCM methodology.

Alternative 1(b) eliminates PM impact at San Vicente/Barrington but has a new PM impact at Wilshire/Bundy

4 total impacts: 4 PM impacts

Source: Hirsch/Green Transportation, October 1, 2010.

Utilities

Wastewater

Under Alternative 1(b), the project site would be developed with a proportionately larger project when compared to the proposed project. The proposed project would result in a net increase of approximately 3,453 gpd of wastewater (see Section IV.M-1, Wastewater). Alternative 1(b) would generate 8,143 gpd of wastewater (see Table VI-5). This is due to the larger square footage in Alternative 1(b). However, the Hyperion Treatment Plant has adequate capacity to accommodate the additional wastewater generation. Although Alternative 1(b) would generate more wastewater than the proposed project, this alternative would result in a less than significant impact.

Table VI-5
Alternative 1(b) Wastewater Generation

Land Use	Size	Generation Rate ^a	Total Generation (gpd)
No Project Alternative [Existing Zoning scenario]			
Retail	35,000 sf	80 gallons/1,000 sf	2,800
Office	70,000 sf	150 gallons/1,000 sf	10,500
Single Family Home	1 DU	330 gallons/DU	330
<i>Existing (to be removed)</i>			<i>(5,487)</i>
Alternative 1(b) Net Increase			8,143
<i>Notes:</i> <i>du=dwelling unit; sf =square feet; gpd = gallons per day</i>			
<i>^a Source: City of Los Angeles, L.A. CEQA Thresholds Guide, Exhibit M.2-12 and Written correspondence with Brent Lorscheider, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, April 28, 2010.</i>			

Water

Under Alternative 1(b), the project site would be developed with a proportionately larger project when compared to the proposed project. The proposed project would result in a net increase in demand of approximately 4,143 gpd of water (see Section IV.M-2, Water). Alternative 1(b) would consume 9,771 gpd of water (see Table VI-6). This is due to the larger square footage in Alternative 1(b). The LADWP has indicated in its Urban Water Management Plan that it will provide an adequate water supply to meet current and future growth until at least 2020. Although Alternative 1(b) would consume more water than the proposed project, this alternative would result in a less than significant impact.

**Table VI-6
Alternative 1(b) Water Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (gpd)
No Project Alternative [Existing Zoning scenario]			
Retail	35,000 sf	96 gallons/1,000 sf	3,360
Office	70,000 sf	180 gallons/1,000 sf	12,600
Single Family Home	1 DU	396 gallons/DU	396
<i>Existing (to be removed)</i>			<i>(6,585)</i>
Alternative 1(b) Net Increase			9,771
<i>Notes:</i> <i>du=dwelling unit; sf=square feet; gpd = gallons per day</i> <i>Water consumption assumed to be 120 percent of wastewater generated for a given land use.</i> <i>^a Source: City of Los Angeles, L.A. CEQA Thresholds Guide, Exhibit M.2-11 and</i> <i>Written correspondence with Brent Lorscheider, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, April 28, 2010.</i>			

Solid Waste

Under Alternative 1(b), the project site would be developed with a proportionately larger project when compared to the proposed project. The proposed project would result in a net increase of approximately 187 pounds of solid waste per day (see Section IV.M-3, Solid Waste). Alternative 1(b) would generate 388 pounds per day (see Table VI-7). This is due to the larger square footage in Alternative 1(b). The alternative would be served by landfills with adequate capacity to receive the solid waste generated by the project during both construction and operation. Although Alternative 1(b) would generate more solid waste than the proposed project, this alternative would result in a less than significant impact.

**Table VI-7
Alternative 1(b) Solid Waste Generation**

Land Use	Size	Generation Rate ^a	Total Generation (lbs/day)
No Project Alternative [Existing Zoning scenario]			
Retail	35,000 sf	5 lbs/1,000 sf	175
Office	70,000 sf	6 lbs/1,000 sf	420
Single Family Home	1 DU	12.23 lbs/DU	12
<i>Existing (to be removed)</i>			<i>(219)</i>
Alternative 1(b) Net Increase			388
<i>Notes:</i> <i>du=dwelling unit; sf=square feet; lbs = pounds</i> <i>Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i> <i>^a Source: Cal Recycle website:</i> <i>http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm, June 15, 2010.</i>			

Energy

Under Alternative 1(b), the project site would be developed with a proportionately larger project when compared to the proposed project. The proposed project would result in a net increase in demand of approximately 863,909 kWh/year of electricity and 119,653 cf/month of natural gas (see Section IV.M-4, Energy). Alternative 1(b) would result a consumption of 914,559 kWh/yr of electricity and 151,353 cf/mo of natural gas (see Table VI-8 and VI-9). This is due to the larger square footage of Alternative 1(b). Both the LADWP and SoCal Gas have adequate capacity and projected growth to accommodate the proposed project and would accommodate the alternative as well. Overall, this alternative would be expected to result in a less than significant impact with respect to electricity and natural gas, which would be greater than the proposed project's less than significant impacts.

**Table VI-8
Alternative 1(b) Electricity Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (kWh/yr)
No Project Alternative [Existing Zoning scenario]			
Retail	35,000 sf	13.55 kWh/sf	474,250
Office	70,000 sf	12.95 kWh/sf	906,500
Single Family Home	1 DU	5,526.50 kWh/DU	5,627
<i>Existing (to be removed)</i>			<i>(471,818)</i>
Alternative 1(b) Net Increase			914,559
<i>Notes:</i> <i>du=dwelling unit; sf =square feet; kWh = kilowatt-hour; yr = year</i> <i>^a Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate</i>			

**Table VI-9
Alternative 1(b) Natural Gas Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (cf/mo)
No Project Alternative [Existing Zoning scenario]			
Retail	35,000 sf	2.9 cf/sf	101,500
Office	70,000 sf	2.0 cf/sf	140,000
Single Family Home	1 DU	6,665 cf/DU	6,665
<i>Existing (to be removed)</i>			<i>(96,812)</i>
Alternative 1(b) Net Increase			151,353
<i>Notes:</i> <i>du=dwelling unit; sf =square feet; cf = cubic feet; mo = month</i> <i>^a Source: SCAQMD Air Quality Handbook, 1993, Table A9-12-A Natural Gas Usage Rate</i>			

Relationship to Project Objectives

Alternative 1(b) would meet objectives 2 and 4, as this alternative would provide a development of up-to-date facilities that would optimize the applicants' return on their investment and enhance revenue to governmental agencies in the form of sales and property taxes. Further, this alternative would partially meet objectives 1 and 3, but may not meet all components of these objectives. For example, this Alternative would not meet the component of objective 3 concerning parking that exceeds City Code requirements. Also, this Alternative may not meet all of the components of objective 1 since a detailed design of this Alternative has not been prepared.

Reduction of Significant Project Impacts

The proposed project would result in significant and unavoidable impacts with respect to historic resources, aesthetics, construction noise, and traffic at four intersections. Alternative 1(b) would result in the same significant and unavoidable impacts (although one of the four affected intersections would be different than the proposed project) as the proposed project, and may result in additional significant impacts due to the increased massing and more intense development on the site.

Alternative 2: Reduced Project Alternative

Alternative 2 would consist of the Reduced Project Alternative. Like the proposed project, this alternative would involve the demolition of all 5 existing buildings (34,856 sf) and the removal of 2 existing single-family residences on Saltair. Under this Alternative, the project site would be developed with approximately 54,975 square feet of commercial uses (a 25% reduction from the proposed project). This alternative would include 38,625 sf of retail space, 5,250 sf of storage space, 5,100 sf of restaurant space plus 2,775 sf of outdoor dining area, 6,000 sf of office space, and one single-family residence on Saltair. This alternative would also include 25% less parking than the proposed project.

Aesthetics

Like the proposed project, the buildings under Alternative 2 would be new buildings. The maximum height of the structures under this alternative would be the same as the proposed project, with a maximum height of 45 feet. However, development under this alternative would result in less intense development of the project site when compared to the proposed project, creating less apparent massing on the project site. The building size and amount of parking would be reduced by 25 percent. As this alternative would still result in demolition of the Barry Building, it would result in a significant and unavoidable impact with respect to loss of a scenic resource, similar to the proposed project's significant and unavoidable impact. Overall, implementation of this alternative would result in less than significant impacts with respect to views, shade/shadow, and light/glare, and impacts would be less than the proposed project's less than significant impacts, due to less intense development of the site.

Air Quality

Construction

Regional and localized construction related impacts under the proposed project were found to be less than significant. Under Alternative 2, the project site would be developed with an approximate total of 57,550 square feet of retail, high-turnover restaurant, outdoor dining area, and office uses (an approximate 25 percent reduction from the proposed project). While it is assumed that construction of this alternative would generally utilize the same construction equipment as the proposed project, the duration of the construction period would likely be shorter than the proposed project due to a smaller scale project. However, peak daily construction activities under this alternative would be similar to those associated with the proposed project. Thus, similar to the proposed project, it is expected that regional and localized construction-related daily emissions under this alternative would not exceed SCAQMD significance thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, the daily air quality impacts associated with the construction of Alternative 2 would be less than significant, although slightly decreased compared to the proposed project due to the shorter construction duration.

Operational

Regional and localized operational impacts were found to be less than significant for the proposed project. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site. The proposed project would generate 1,456 daily trips. Alternative 2 would result in a decrease of square footage compared to the proposed project, and thus would result in a decrease of daily trips compared to the proposed project due the type of uses proposed. As shown in detail under the Transportation and Traffic subsection below, Alternative 2 would result in 696 daily net new trips, or approximately 760 less daily trips than the proposed project. As such, air quality impacts with respect to motor vehicles would be less than significant and reduced compared to the proposed project. With respect to area source emissions, this alternative would include a decrease of approximately 25% of development compared to the proposed project. Thus, impacts with respect to area source emissions under Alternative 2 would also be less than significant and reduced compared to the proposed project.

Greenhouse Gases

Alternative 2 would include a decrease of approximately 25 percent of development compared to the proposed project. Thus as discussed above, overall air quality emissions generated under this alternative would be less than significant and reduced compared to the proposed project. Consequently, GHG emissions under this alternative would also be reduced compared to the proposed project. Similar to the proposed project, this alternative would not hinder attainment of the State's goals of reducing GHG emissions by 2020. This alternative would include similar energy efficient project design features as the proposed project, and these features would be generally consistent with the applicable state and local

plans at reducing GHG emissions. Overall, impacts with respect to GHG emissions under Alternative 2 would be less than significant and reduced compared to the proposed project.

Cultural Resources

Under Alternative 2, the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be demolished. Therefore, as the Barry Building would be demolished, this alternative would result in the same significant and unavoidable impact with respect to historic resources as the proposed project.

While Alternative 2 would result in the construction of a smaller project when compared to the proposed project, the entire site would be graded for both the proposed project and this alternative. Therefore, this alternative would result in a similar potential to encounter archaeological or paleontological resources when compared to the proposed project. Alternative 2 would implement the same mitigation measures as the proposed project, and therefore, impacts would be less than significant, and would be similar than the proposed project's less than significant impacts.

Geology and Soils

Alternative 2 would be located on the same project site as the proposed project, which is located in the seismically active region of Southern California. The impacts with respect to seismic hazards, fault rupture, ground shaking, liquefaction, and landslides would be similar to the proposed project. The same mitigation measures that would be implemented with the proposed project would also be implemented under this alternative. Impacts under Alternative 2 associated with seismic hazards would be similar to the proposed project's less than significant impacts.

Grading activities would be similar to the proposed project. Minor erosion and siltation could occur during construction similar to the proposed project's less than significant impacts. Like the proposed project, all site grading and site preparation would comply with applicable provisions of the City of Los Angeles Building Code and the California Building Standards Code for development. Impacts of this alternative for soil erosion would be similar to the proposed project's less than significant impacts. Overall, the geology and soils impacts under Alternative 2 would be similar to the proposed project's less than significant impacts.

Hazards and Hazardous Materials

Under Alternative 2, the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be demolished. As discussed in Section IV.G. (Hazards and Hazardous Materials) of this Draft EIR, the mitigation measure that would be implemented for the proposed project requiring the preparation of a Phase II Environmental Site Assessment would address potential impacts associated with the release of hazardous materials during construction activities. Because development under this alternative would occur on the same project site and the same mitigation measure would be implemented, the impacts

associated with hazards and hazardous materials under this alternative would be less than significant, and would be similar to the proposed project's less than significant impacts.

Land Use and Planning

The discretionary actions required for the proposed project would also apply to Alternative 2 (as listed in Section II, Project Description of this Draft EIR). Further, similar to the proposed project, this alternative would not physically divide an established community. Therefore, this alternative would result in impacts similar to the proposed project. Both the alternative's and proposed project's land use impacts would be less than significant.

Noise

Construction

Construction-related noise impacts were found to be significant and unavoidable for the proposed project. Demolition activities under Alternative 2 would be substantially similar to the proposed project; however, this alternative would result in a shorter duration of construction activities as a smaller project is proposed. Construction of this alternative would require the use of heavy equipment for demolition, excavation for subterranean parking, site grading, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. Similar to the proposed project, construction noise levels associated with this alternative are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations, with the exception of the Brentwood Science Magnet School playfield, by more than 5 dBA for more than ten days in a three-month period and by more than 10 dBA for more than one day. As such, these impacts would be considered potentially significant for this alternative. Like the proposed project, while mitigation measures would be implemented to ensure that this alternative's impacts would be reduced to the maximum extent feasible, construction related noise impacts for Alternative 2 would be considered significant and unavoidable. These impacts would be slightly reduced compared to the proposed project due to a shorter duration of construction activities.

Construction-related vibration impacts were found to be less than significant for the proposed project. As discussed above, the maximum daily construction activities under this alternative would be substantially similar to the proposed project. Thus, similar to the proposed project, none of the nearest surrounding off-site sensitive receptors would be exposed to groundborne vibration levels that exceed the thresholds of significance for building damages or human annoyance. In addition, and similar to the proposed project, several of the mitigation measures identified to reduce noise impacts would also serve to reduce groundborne vibration levels. Thus, construction-related groundborne vibration impacts associated with Alternative 2 would be considered less than significant. These impacts would be slightly reduced compared to the proposed project due to a shorter duration of construction activities.

Operation

Operational noise impacts were found to be less than significant for the proposed project. With respect to traffic and vehicular noise, the Reduced Density Alternative would result in approximately 760 less daily trips than the proposed project. Thus, impacts with respect to roadway noise levels would be less than significant and reduced compared to the proposed project. Similar to the proposed project, this alternative would also include subterranean parking that would generate noise from sources such as engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. These noise levels would be substantially similar to those experienced under the proposed project. As such, operational noise levels with respect to motor vehicles and parking under Alternative 2 would be less than significant and slightly reduced compared to the proposed project.

With respect to non-vehicular on-site noise sources, Alternative 2 would be substantially similar to the proposed project. Like the proposed project, this alternative's design and placement of on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. In addition, on-site noise related to the outdoor eating area under the Reduced Density Alternative would be substantially similar to the proposed project and would be considered less than significant. In addition, and similar to the proposed project, the Reduced Density Alternative would include a mitigation measure that requires all exterior windows associated with the proposed single-family residence to be constructed such that interior noise levels would be below a CNEL of 45 dBA in any residential unit. As such, on-site operational noise impacts would be less than significant under this alternative and essentially equivalent to the proposed project.

Operational vibration impacts were found to be less than significant for the proposed project. Similar to the proposed project, Alternative 2 would not include stationary equipment that would result in high vibration levels, which are more typical for large industrial projects. Although groundborne vibration at the project site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, this alternative would not result in the increased use of these heavy-duty vehicles. While refuse trucks would be used for the disposal of solid waste at the project site, these trips would typically only occur once a week and would not be any different than those presently occurring at the project site for the existing commercial uses. The number of transit buses that travel along San Vicente Boulevard would also not increase due to this alternative. As such, vibration impacts associated with operation of Alternative 2 would be less than significant and essentially equivalent to the proposed project.

Population and Housing

Under Alternative 2, the project site would be reduced by 25 percent, resulting in a smaller retail, restaurant, and office space (54,975 sf) as compared to the proposed project (73,300 sf), a loss of 18,325 sf. This would reduce the number of employees by 41.⁶ According to the U.S. Department of Labor, Bureau of Labor Statistics, as of June 2010, the unemployment rate for the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area is 11.6%.⁷ Therefore, it is likely that there are unemployed workers in the project area who could fill the jobs generated by this alternative. The project developed under this alternative would not need highly technical or specialized employees who would need to relocate. The removal of one housing unit would not substantially displace a number of existing housing or people and would not induce growth in an area. Therefore, impacts would be similar to the proposed project and would be less than significant.

Public Services

Fire Protection

Under Alternative 2, the project site would be reduced by 25 percent when compared to the proposed project. The Los Angeles Fire Department has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 2 would be less than the total onsite population for the proposed project and therefore, the Los Angeles Fire Department could accommodate this alternative. Therefore, this alternative would result in fewer impacts than the proposed project. Both the alternative's and proposed project's impacts would be less than significant.

Police Protection

Under Alternative 2, the project site would be developed with a smaller project, with fewer on-site employees, when compared to the proposed project. The Los Angeles Police Department has indicated that staffing and resources are adequate to accommodate the proposed project and therefore, the Los Angeles Police Department could accommodate this alternative. Impacts with respect to police protection services would be less than significant, and less than the proposed project's less than significant impacts.

Schools

Under Alternative 2, the project site would be developed with a smaller project, with fewer on-site employees, when compared to the proposed project. However, similar to the proposed project, there would be a net reduction of one single-family home. As a commercial project, this alternative would not result in additional students or an increase in the demand for school services. Therefore, a less than

⁶ *Los Angeles Unified School District, Commercial/Industrial Development School Fee Justification Study, September 2002. 18.325x 2.2371 (for every 1,000 sf) = 41*

⁷ *US Department of Labor, Bureau of Labor Statistics, website: <http://www.bls.gov/web/metro/laummtrk.htm>, accessed August 8, 2010.*

significant impact on schools would occur under Alternative 2, and impacts would be similar to the proposed project's less than significant impacts.

Parks

Under Alternative 2, the project site would be developed with a smaller project, with fewer on-site employees, when compared to the proposed project. However, similar to the proposed project, there would be a net reduction of one single-family home. As a commercial project, this alternative would not result in any new permanent residents or an increase in the demand for parks. Therefore, a less than significant impact on parks would occur under Alternative 2, and impacts would be similar to the proposed project's less than significant impacts.

Libraries

Under Alternative 2, the project site would be developed with a smaller project, with fewer on-site employees, when compared to the proposed project. However, similar to the proposed project, there would be a net reduction of one single-family home. As a commercial project, this alternative would not result in any new permanent residents or an increase in the demand for library services. Therefore, a less than significant impact on libraries would occur under Alternative 2, and impacts would be similar to the proposed project's less than significant impacts.

Transportation and Traffic

Under Alternative 2, the project site would be developed 54,975 square feet of commercial uses, which is smaller than the proposed project. Therefore, this alternative would result in fewer daily trips (and peak hour trips) when compared to the proposed project.

As shown in Table VI-10, Alternative 2 would generate 696 daily trips, which is less than half the trips of proposed project's 1,456 daily trips. However, as shown in Table VI-11, Alternative 2 would result in significant impacts at three intersections. The proposed project had impacts at the following four intersections during PM peak hour:

- San Vicente/Bundy (west and east);
- Montana/Bundy;
- Montana/San Vicente; and
- San Vicente/Barrington.

Alternative 2 eliminates the PM impact at San Vicente/Barrington. Although this alternative would generate fewer daily trips, it would still result in significant impacts at three intersections. Overall, the impacts of this alternative would be significant and unavoidable at the same intersections as the proposed project (albeit, one fewer intersection).

Like the proposed project, this alternative could still implement an optional project design feature as described in Section II, Project Description (one of six possible design scenarios: 1, 1(a), 2, 2(a), 3, or 4) in order to improve traffic flow and site accessibility. However, as shown in Table VI-11, with implementation of any of the six possible scenarios, this alternative would still result in significant and unavoidable impacts at the same three intersections as without the design feature.

Parking

Alternative 2 would include 25% less parking than the proposed project. Using the same parking ratios as the proposed project, the following parking would be required:⁸

- 38,625 sf Retail – 155 spaces
- 5,250 sf Storage – 18 spaces
- 5,100 sf Restaurant – 51 spaces
- 6,000 sf Office – 20 spaces

Therefore, Alternative 2 would be required to provide 244 parking spaces. The proposed project would provide 427 spaces, or about 103 spaces in excess of the anticipated parking requirements. Alternative 2 would provide 320 spaces, or about 76 spaces in excess of the anticipated parking requirements. As this alternative would provide spaces in excess to code requirements, no parking shortages or “overflow” parking into the adjacent residential or commercial areas are expected. Impacts would be less than significant and similar to the proposed project’s less than significant impact.

⁸ *Parking Ratios from Hirsch/Green Transportation, revised March 2010.*

Retail: 4.00 spaces / 1,000 sf

Office: 1.00 space / 300 sf

Storage: 1.00 space / 300 sf

Restaurant: 10.00 spaces / 1,000 sf

**Table VI-10
Alternative 2 Trip Generation**

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Reduced Project Alternative							
43,875 sf General Retail	1,884	27	18	45	187	202	389
<i>(Less 5% Internal Project Capture)</i>	<i>(94)</i>	<i>(1)</i>	<i>(1)</i>	<i>(2)</i>	<i>(9)</i>	<i>(10)</i>	<i>(19)</i>
<i>(Less 5% Walk-In/Pedestrian Utilization)</i>	<i>(90)</i>	<i>(1)</i>	<i>(1)</i>	<i>(2)</i>	<i>(9)</i>	<i>(10)</i>	<i>(19)</i>
<i>(Less 50% Pass-by Trips)</i>	<i>(850)</i>	<i>(13)</i>	<i>(8)</i>	<i>(21)</i>	<i>(84)</i>	<i>(92)</i>	<i>(176)</i>
Subtotal General Retail Trips	850	12	8	20	85	90	175
7,875 sf High-Turnover Restaurant ^a	1,001	47	44	91	62	40	102
<i>(Less 5% Internal Project Capture)</i>	<i>(50)</i>	<i>(3)</i>	<i>(2)</i>	<i>(5)</i>	<i>(3)</i>	<i>(2)</i>	<i>(5)</i>
<i>(Less 10% Walk-In/Pedestrian Utilization)</i>	<i>(95)</i>	<i>(5)</i>	<i>(4)</i>	<i>(9)</i>	<i>(6)</i>	<i>(4)</i>	<i>(10)</i>
<i>(Less 20% Pass-by Trips)</i>	<i>(171)</i>	<i>(8)</i>	<i>(7)</i>	<i>(15)</i>	<i>(10)</i>	<i>(7)</i>	<i>(17)</i>
Subtotal High-Turnover Restaurant Trips	685	31	31	62	43	27	70
6,000 sf Office	66	8	1	9	3	14	17
1 unit Single-Family Residential	10	0	1	1	1	0	1
Total Alternative 2 Trips	1,611	51	41	92	132	131	263
<i>Less Total Existing Uses Trips</i>	<i>(915)</i>	<i>(34)</i>	<i>(17)</i>	<i>(51)</i>	<i>(40)</i>	<i>(76)</i>	<i>(116)</i>
Total Net New Alternative 2 Site Trips	696	17	24	41	92	55	147
^a Includes 5,100 sf of restaurant floor area, plus 2,775 sf outdoor dining area. Source: Hirsch/Green Transportation, October 1, 2010.							

**Table VI-11
Critical Movement Analysis Summary Future (2014) Without and With Alternative 2 Conditions**

No.	Intersection	Peak Hour	Without Project		Alternative 2			Alternative 2 with San Vicente Median Concept 1, 1(a), 2, or 2(a)			Alternative 2 with San Vicente Median Concept 3 or 4		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1	Sunset and Kenter	AM	0.925	E	0.927	E	0.002	--	--	--	--	--	--
		PM	1.002	F	1.005	F	0.003	--	--	--	--	--	--
2	Sunset and Bundy	AM	0.912	E	0.915	E	0.003	0.913	E	0.001	0.913	E	0.001
		PM	0.806	D	0.810	D	0.004	0.807	D	0.001	0.807	D	0.001
3	Sunset and Barrington	AM	0.910	E	0.911	E	0.001	0.910	E	0.000	0.910	E	0.000
		PM	0.998	E	1.002	F	0.004	1.002	F	0.004	1.002	F	0.004
4	San Vicente and 26 th Street (City of Santa Monica)	AM	0.839	D	0.841	D	0.002	--	--	--	--	--	--
			(46.3) ^a	(D) ^b	(46.6)	(D)	(0.3)	--	--	--	--	--	--
		PM	0.818	D	0.825	D	0.007	--	--	--	--	--	--
			(46.3) ^a	(D) ^b	(47.1)	(D)	(0.8)						
5 (a)	San Vicente and Bundy (west intersection)	AM	0.873	D	0.879	D	0.006	0.879	D	0.006	0.879	D	0.006
		PM	0.987	E	1.019	F	0.032*	1.019	F	0.032*	1.019	F	0.032*
5 (b)	San Vicente and Bundy (east intersection)	AM	0.739	C	0.760	C	0.021	0.755	C	0.016	0.756	C	0.017
		PM	0.869	D	0.958	E	0.089*	0.939	E	0.070*	0.943	E	0.074*
6	Montana and Barrington	AM	0.633	B	0.633	B	0.000	0.635	B	0.002	0.635	B	0.002
		PM	0.855	D	0.855	D	0.000	0.857	D	0.002	0.857	D	0.002
7	Montana and Bundy	AM	0.745	C	0.751	C	0.006	0.748	C	0.003	0.747	C	0.002
		PM	0.952	E	0.975	E	0.023*	0.969	E	0.017*	0.966	E	0.014*
8	Montana and San Vicente	AM	0.572	A	0.572	A	0.000	0.574	A	0.002	0.574	A	0.002
		PM	0.926	E	0.996	E	0.070*	1.003	F	0.077*	0.945	E	0.019*
9	San Vicente and	AM	0.768	C	0.770	C	0.002	--	--	--	--	--	--

**Table VI-11
Critical Movement Analysis Summary Future (2014) Without and With Alternative 2 Conditions**

No.	Intersection	Peak Hour	Without Project		Alternative 2			Alternative 2 with San Vicente Median Concept 1, 1(a), 2, or 2(a)			Alternative 2 with San Vicente Median Concept 3 or 4		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
	Barrington	PM	0.958	E	0.966	E	0.008						
10	Wilshire and Bundy	AM	1.040	F	1.042	F	0.002	--	--	--	--	--	--
		PM	1.139	F	1.145	F	0.006	--	--	--	--	--	--
11	Wilshire and Barrington	AM	0.787	C	0.787	C	0.000	--	--	--	--	--	--
		PM	0.734	C	0.738	C	0.004	--	--	--	--	--	--
12	Wilshire and San Vicente/Federal	AM	1.020	F	1.020	F	0.000	--	--	--	--	--	--
		PM	1.026	F	1.026	F	0.000	--	--	--	--	--	--

* = Indicates significant impact per LADOT or City of Santa Monica traffic impact criteria, as applicable

^a Delay reflects total intersection approach delay in seconds, per HCM methodology.

^b LOS based on total intersection approach delay, per HCM methodology.

Alternative 2 eliminates PM impact at San Vicente/Barrington

3 total impacts: 3 PM impacts

Source: Hirsch/Green Transportation, October 1, 2010.

Utilities

Wastewater

Under Alternative 2, the project site would be developed with a 25 percent smaller project when compared to the proposed project. The proposed project would result in a net increase of approximately 3,453 gpd of wastewater (see Section IV.M-1, Wastewater). Alternative 2 would generate 1,301 gpd of wastewater (see Table VI-12). The Hyperion Treatment Plant has adequate capacity to accommodate the proposed project and would be able to accommodate the Reduced Project as well. Alternative 2 is expected to result in a reduced wastewater generation when compared to the proposed project based on the reduced square footage. Overall, Alternative 2 would result in a less than significant impact with respect to wastewater, and would be a reduction from the proposed project's impacts.

**Table VI-12
Alternative 2 Wastewater Generation**

Land Use	Size	Generation Rate ^a	Total Generation (gpd)
Reduced Project Alternative			
Retail	38,625 sf	80 gallons/1,000 sf	3,090
Storage	5,250 sf	20 gallons/1,000 sf	105
Restaurant	5,100 sf	300 gallons/1,000 sf	1,530
Outdoor Dining	2,775 sf	300 gallons/1,000 sf	833
Office	6,000 sf	150 gallons/1,000 sf	900
Single Family Home	1 DU	330 gallons/DU	330
<i>Existing (to be removed)</i>			<i>(5,487)</i>
Alternative 2 Net Increase			1,301
<i>Notes:</i> <i>du=dwelling unit; sf =square feet; gpd = gallons per day</i>			
<i>^a Source: City of Los Angeles, L.A. CEQA Thresholds Guide, Exhibit M.2-12 and Written correspondence with Brent Lorscheider, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, April 28, 2010.</i>			

Water

Under Alternative 2, the project site would be developed with a 25 percent smaller project when compared to the proposed project. The proposed project would result in a net increase of approximately 4,143 gpd of water (see Section IV.M-2, Water). Alternative 2 would consume 1,560 gpd of water (see Table VI-13). Alternative 2 is expected to result in a reduced water demand when compared to the proposed project based on the reduced square footage. Overall, Alternative 2 would result in a less than significant impact with respect to water supply, and would be a reduction from the proposed project's less than significant impacts.

**Table VI-13
Alternative 2 Water Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (gpd)
Reduced Project Alternative			
Retail	38,625 sf	96 gallons/1,000 sf	3,708
Storage	5,250 sf	24 gallons/1,000 sf	126
Restaurant	5,100 sf	360 gallons/1,000 sf	1,836
Outdoor Dining	2,775 sf	360 gallons/1,000 sf	999
Office	6,000 sf	180 gallons/1,000 sf	1,080
Single Family Home	1 DU	396 gallons/DU	396
<i>Existing (to be removed)</i>			<i>(6,585)</i>
Alternative 2 Net Increase			1,560
<p><i>Notes:</i> <i>du=dwelling unit; sf =square feet; gpd = gallons per day</i> <i>Water consumption assumed to be 120 percent of wastewater generated for a given land use.</i></p> <p>^a <i>Source: City of Los Angeles, L.A. CEQA Thresholds Guide, Exhibit M.2-11 and</i> <i>Written correspondence with Brent Lorscheider, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, April 28, 2010.</i></p>			

Solid Waste

Under Alternative 2, the project site would be developed with a 25 percent smaller project when compared to the proposed project. The proposed project would result in a net increase of approximately 187 pounds of solid waste per day (see Section IV.M-3, Solid Waste). Alternative 2 would generate 88 lbs per day (see Table VI-14). Alternative 2 is expected to result in a reduced solid waste generation when compared to the proposed project based on the reduced square footage. Overall, Alternative 2 would result in a less than significant impact with respect to solid waste, and would be a reduction from the proposed project's less than significant impacts.

**Table VI-14
Alternative 2 Solid Waste Generation**

Land Use	Size	Generation Rate ^a	Total Generation (lbs/day)
Reduced Project Alternative			
Retail	38,625 sf	5 lbs/1,000 sf	193
Storage	5,250 sf	5 lbs/1,000 sf	26
Restaurant	5,100 sf	5 lbs/1,000 sf	26
Outdoor Dining	2,775 sf	5 lbs/1,000 sf	14
Office	6,000 sf	6 lbs/1,000 sf	36
Single Family Home	1 DU	12.23 lbs/DU	12
<i>Existing (to be removed)</i>			<i>(219)</i>
Alternative 2 Net Increase			88
<p><i>Notes:</i> <i>du=dwelling unit; sf =square feet; lbs = pounds</i> <i>Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i></p> <p><i>^a Source: Cal Recycle website: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm, June 15, 2010.</i></p>			

Energy

Under Alternative 2, the project site would be developed with a 25 percent smaller project when compared to the proposed project. The proposed project would result in a net increase in demand of approximately 863,909 kWh/year of electricity and 119,653 cf/month of natural gas (see Section IV.M-4, Energy). Alternative 2 would consume 531,455 kWh/year of electricity and 67,204 cf/month of natural gas (see Table VI-15 and Table VI-16). Alternative 2 is expected to result in a reduced electricity and natural gas consumption when compared to the proposed project based on the reduced square footage. Overall, Alternative 2 would result in a less than significant impact with respect to solid waste, and would be a reduction from the proposed project's less than significant impacts.

**Table VI-15
Alternative 2 Electricity Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (kWh/yr)
Reduced Project Alternative			
Retail	38,625 sf	13.55 kWh/sf	523,369
Storage	5,250 sf	4.35 kWh/sf	22,838
Restaurant	5,100 sf	47.45 kWh/sf	241,995
Outdoor Dining	2,775 sf	47.45 kWh/sf	131,674
Office	6,000 sf	12.95 kWh/sf	77,770
Single Family Home	1 DU	5,526.50 kWh/DU	5,627
<i>Existing (to be removed)</i>			<i>(471,818)</i>
Alternative 2 Net Increase			531,455
<i>Notes:</i> <i>du=dwelling unit; sf =square feet; kWh = kilowatt-hour; yr = year</i> ^a <i>Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate</i>			

**Table VI-16
Alternative 2 Natural Gas Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (cf/mo)
Reduced Project Alternative			
Retail	38,625 sf	2.9 cf/sf	112,013
Storage	5,250 sf	2.0 cf/sf	10,500
Restaurant	5,100 sf	2.9 cf/sf	14,790
Outdoor Dining	2,775 sf	2.9 cf/sf	8,048
Office	6,000 sf	2.0 cf/sf	12,000
Single Family Home	1 DU	6,665 cf/DU	6,665
<i>Existing (to be removed)</i>			<i>(96,812)</i>
Alternative 2 Net Increase			67,204
<i>Notes:</i> <i>du=dwelling unit; sf =square feet; cf = cubic feet; mo = month</i> ^a <i>Source: SCAQMD Air Quality Handbook, 1993, Table A9-12-A Natural Gas Usage Rate</i>			

Relationship to Project Objectives

Alternative 2 would meet project objectives 1 and 3. However, as Alternative 2 would not develop uses on the same scale as the proposed project, it would not meet objectives 2 and 4 to the same extent as the proposed project and may not be feasible.

Reduction of Significant Project Impacts

The proposed project would result in significant and unavoidable impacts with respect to historic resources, aesthetics, construction noise, and traffic at four intersections. Alternative 2 would result in the same significant and unavoidable impacts as the proposed project for historic resources, aesthetics, construction noise, and traffic. However, significant traffic impacts would be reduced to three intersections. A shorter construction period would reduce construction air quality and noise impacts, although construction noise impacts would still be significant and unavoidable.

Alternative 3: Same FAR, More Restaurant

Alternative 3 would consist of a project of the same square footage as the proposed project (approximately 73,300 square feet of commercial uses). Like the proposed project, this alternative would involve the demolition of all 5 existing buildings (34,856 sf) and the removal of 2 existing single-family residences on Saltair. However, under Alternative 3, the project site would be developed with approximately 14,660 square feet of restaurant uses (approximately 20% of the project) plus 3,700 sf of outdoor dining area. The remainder of the project (approximately 58,640 square feet) would be developed with 45,413 sf of retail space, 6,173 sf of storage space, and 7,054 sf of office space. This alternative would include construction of one single-family residence on Saltair. This alternative would include the same number of parking spaces as the proposed project.

Aesthetics

Like the proposed project, the buildings under Alternative 3 would be new buildings. The maximum height of the structures under this alternative would be the same as the proposed project, with a maximum height of 45 feet and an architectural detail consisting of a clock tower located within the central portion of the center would reach up to 50 feet in height. The development would be the same size and orientation on-site. The alternative would change the internal uses with an increase in restaurant space and a reduction of retail, storage, and office space as compared to the proposed project. This alternative would involve the demolition of the Barry Building, and as such, would still result in a significant and unavoidable impact with respect to loss of a scenic resource. Overall, implementation of this alternative would result in less than significant impacts with respect to views, shade/shadow, and light/glare, and impacts would be similar to the proposed project's less than significant impacts, due to the same amount of development of the site.

Air Quality

Construction

Regional and localized construction related impacts under the proposed project were found to be less than significant. Under Alternative 3, the project site would be developed with the same square footage as the proposed project (approximately 73,300 square feet of commercial uses). However, Alternative 3 would include a slightly different mix of uses which includes more restaurant space and less general retail and office space. Due to the same overall amount of square footage included under this alternative, it is assumed that construction of this alternative would generally utilize the same construction equipment as the proposed project and the duration of the construction period would be substantially similar to the proposed project. Consequently, peak daily construction activities under this alternative would also be similar to those associated with the proposed project. Thus, similar to the proposed project, it is expected that regional and localized construction-related daily emissions under this alternative would not exceed SCAQMD significance thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, the daily air quality impacts associated with the construction of Alternative 3 would be less than significant and essentially equivalent to the proposed project.

Operational

Regional and localized operational impacts were found to be less than significant for the proposed project. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site. The proposed project would generate 1,456 daily trips. Although Alternative 3 would result in the same amount of square footage compared to the proposed project, this alternative would result in an increase of daily trips compared to the proposed project due the type of uses proposed. As shown in detail under the Transportation and Traffic subsection below, Alternative 3 would result in 1,968 daily net new trips, or approximately 512 more daily trips than the proposed project. However, as shown in Table VI-17 below, operational air quality emissions under Alternative 3 would not exceed the thresholds of significance. As such, the operational air quality impacts associated with Alternative 3 would be less than significant, although generally increased compared to the proposed project.

Table VI-17
Estimated Future (2014) Daily Operational Emissions for Alternative 3

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Alternative 3 Emissions						
Water and Space Heating, and Cooking Appliances	0.05	0.74	0.61	0.00	0.00	0.00
Landscape Maintenance Equipment	0.38	0.06	4.68	0.00	0.02	0.02
Consumer Products	0.05	--	--	--	--	--
Architectural Coatings	0.45	--	--	--	--	--

Table VI-17
Estimated Future (2014) Daily Operational Emissions for Alternative 3

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mobile (Vehicle) Sources	15.04	21.66	197.61	0.27	45.12	8.74
<i>Total Alternative 3 Emissions</i>	<i>15.97</i>	<i>22.46</i>	<i>202.90</i>	<i>0.27</i>	<i>45.14</i>	<i>8.76</i>
<i>Total Existing On-Site Emissions</i>	<i>7.59</i>	<i>10.13</i>	<i>93.25</i>	<i>0.09</i>	<i>14.58</i>	<i>2.85</i>
<i>Total Alternative 3 Net Emissions</i>	<i>8.38</i>	<i>12.33</i>	<i>109.65</i>	<i>0.18</i>	<i>30.56</i>	<i>5.91</i>
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Alternative 3 Emissions						
Water and Space Heating, and Cooking Appliances	0.05	0.74	0.61	0.00	0.00	0.00
Hearth	0.16	0.01	0.43	0.00	0.07	0.06
Consumer Products	0.05	--	--	--	--	--
Architectural Coatings	0.45	--	--	--	--	--
Mobile (Vehicle) Sources	16.89	26.10	188.35	0.23	45.12	8.74
<i>Total Alternative 3 Emissions</i>	<i>17.60</i>	<i>26.85</i>	<i>189.39</i>	<i>0.23</i>	<i>45.19</i>	<i>8.8</i>
<i>Total Existing On-Site Emissions</i>	<i>8.08</i>	<i>12.07</i>	<i>82.91</i>	<i>0.07</i>	<i>14.68</i>	<i>2.95</i>
<i>Total Alternative 3 Net Emissions</i>	<i>9.52</i>	<i>14.78</i>	<i>106.48</i>	<i>0.16</i>	<i>30.51</i>	<i>5.85</i>
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Source: Parker Environmental Consultants, October 2010. Calculation sheets are provided in Appendix C.

Greenhouse Gases

As discussed above, Alternative 3 would result in the same amount of square footage compared to the proposed project. However, this alternative would result in an increase of daily trips compared to the proposed project due to the type of uses proposed. Accordingly, overall operational air quality emissions generated under this alternative would be slightly increased compared to the proposed project. However, as shown in Table VI-17, these increases would not exceed the SCAQMD thresholds of significance for any of the criteria pollutants. Consequently, it is reasonable to assume that GHG emissions under this alternative would only be slightly increased compared to the proposed project. These increases would not be considered substantial compared to the proposed project and impacts under this alternative would be considered less than significant. This alternative would also include similar energy efficient project design features as the proposed project, and these features would be generally consistent with the applicable state and local plans at reducing GHG emissions. Furthermore, this alternative would also not hinder attainment of the State's goals of reducing GHG emissions by 2020. Overall, impacts with respect to GHG emissions under Alternative 3 would be less than significant, although slightly increased compared to the proposed project.

Cultural Resources

Under Alternative 3, the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be

demolished. Therefore, as the Barry Building would be demolished, this alternative would result in the same significant and unavoidable impact with respect to historic resources as the proposed project.

Since Alternative 3 would result in the construction of a project of the same square footage as the proposed project, the entire site would be graded for both the proposed project and this alternative. Therefore, this alternative would result in a similar potential to encounter archaeological or paleontological resources when compared to the proposed project. Alternative 3 would implement the same mitigation measures as the proposed project. Therefore, impacts would be less than significant, and would be similar to the proposed project's less than significant impacts.

Geology and Soils

Alternative 3 would be located on the same project site as the proposed project, which is located in the seismically active region of Southern California. The impacts with respect to seismic hazards, fault rupture, ground shaking, liquefaction, and landslides would be similar to the proposed project. The same mitigation measures that would be implemented with the proposed project would also be implemented under this alternative. Impacts under Alternative 3 associated with seismic hazards would be similar to the proposed project's less than significant impacts.

Grading activities would be similar to the proposed project. Minor erosion and siltation could occur during construction similar to the proposed project's less than significant impacts. Like the proposed project, all site grading and site preparation would comply with applicable provisions of the City of Los Angeles Building Code and the California Building Standards Code for development. Impacts of this alternative for soil erosion would be similar to the proposed project's less than significant impacts. Overall, the geology and soils impacts under Alternative 3 would be similar to the proposed project's less than significant impacts.

Hazards and Hazardous Materials

Under Alternative 3, the five existing commercial structures (including the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be demolished. As discussed in Section IV.G. (Hazards and Hazardous Materials) of this Draft EIR, the mitigation measure that would be implemented with the proposed project with respect to the preparation of a Phase II Environmental Site Assessment would address potential impacts associated with the release of hazardous materials during construction activities. Because development under this alternative would occur on the same project site and the same mitigation measure would be implemented, the impacts associated with hazards and hazardous materials under this alternative would be less than significant, and would be similar to the proposed project's less than significant impacts.

Land Use and Planning

The discretionary actions required for the proposed project would also apply to Alternative 3 (as listed in Section II, Project Description of this Draft EIR). Further, similar to the proposed project, this alternative would not physically divide an established community. Therefore, this alternative would result in impacts

similar to the proposed project. Both the alternative's and proposed project's land use impacts would be less than significant.

Noise

Construction

Construction-related noise impacts were found to be significant and unavoidable for the proposed project. Demolition activities under Alternative 3 would be substantially similar to the proposed project due to the same overall square footage proposed. Construction of this alternative would require the use of heavy equipment for demolition, excavation for subterranean parking, site grading, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. Similar to the proposed project, construction noise levels associated with this alternative are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations, with the exception of the Brentwood Science Magnet School playfield, by more than 5 dBA for more than ten days in a three-month period and by more than 10 dBA for more than one day. As such, these impacts would be considered potentially significant for this alternative. Like the proposed project, while mitigation measures would be implemented to ensure that this alternative's impacts would be reduced to the maximum extent feasible, construction related noise impacts for Alternative 3 would be considered significant and unavoidable and essentially equivalent to the proposed project.

Construction-related vibration impacts were found to be less than significant for the proposed project. As discussed above, the maximum daily construction activities under this alternative would be substantially similar to the proposed project. Thus, similar to the proposed project, none of the nearest surrounding off-site sensitive receptors would be exposed to groundborne vibration levels that exceed the thresholds of significance for building damages or human annoyance. In addition, and similar to the proposed project, several of the mitigation measures identified to reduce noise impacts would also serve to reduce groundborne vibration levels. Thus, construction-related groundborne vibration impacts associated with Alternative 3 would be considered less than significant and essentially equivalent to the proposed project.

Operation

Operational noise impacts were found to be less than significant for the proposed project. With respect to traffic and vehicular noise, Alternative 3 would result in approximately 1,968 net new daily trips, or 512 more daily trips than the proposed project. Thus, impacts with respect to roadway noise levels would be slightly increased compared to the proposed project. However, page I.2-9 of the City of Los Angeles CEQA Thresholds Guide states: "Noise levels increase approximately 3 dBA for each doubling of roadway traffic volume, assuming that the speed and fleet mix remain constant. A change in vehicle speed can also change noise levels. If vehicle speed and fleet mix can be assumed to remain constant after project implementation, and the project would result in traffic that is less than double the existing traffic,

then the project's mobile noise impacts can be assumed to be less than significant." As shown in the Project Traffic Study, the existing roadway volumes would not be doubled by Alternative 3. As such, impacts related to roadway noise under Alternative 3 would be less than significant, although slightly increased compared to the proposed project. Similar to the proposed project, this alternative would also include subterranean parking that would generate noise from sources such as engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. These noise levels under Alternative 3 would be substantially similar to those experienced under the proposed project. As such, operational noise levels with respect to parking areas would be less than significant and essentially equivalent to the proposed project.

With respect to non-vehicular on-site noise sources, Alternative 3 would be substantially similar to the proposed project. Like the proposed project, this alternative's design and placement of on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. In addition, on-site noise related to the outdoor eating area under the Alternative 3 would be substantially similar to the proposed project as this alternative would include the same amount of square footage for the outdoor eating area. Alternative 3 would also include a mitigation measure that requires all exterior windows associated with the proposed single-family residence to be constructed such that interior noise levels would be below a CNEL of 45 dBA in any residential unit. As such, on-site operational noise impacts would be less than significant under Alternative 3 and essentially equivalent to the proposed project.

Operational vibration impacts were found to be less than significant for the proposed project. Similar to the proposed project, the Alternative 3 would not include stationary equipment that would result in high vibration levels, which are more typical for large industrial projects. Although groundborne vibration at the project site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, Alternative 3 would not result in the increased use of these heavy-duty vehicles. While refuse trucks would be used for the disposal of solid waste at the project site, these trips would typically only occur once a week and would not be any different than those presently occurring at the project site for the existing commercial uses. The number of transit buses that travel along San Vicente Boulevard would also not increase due to this alternative. As such, vibration impacts associated with operation of Alternative 3 would be less than significant and essentially equivalent to the proposed project.

Population and Housing

Alternative 3 would consist of a project of the same square footage as the proposed project. This would generate the same number of employees. According to the U.S. Department of Labor, Bureau of Labor Statistics, as of June 2010, the unemployment rate for the Los Angeles-Long Beach-Santa Ana

Metropolitan Statistical Area is 11.6%.⁹ Therefore, it is likely that there are unemployed workers in the project area who could fill the jobs generated by this alternative. The project developed under this alternative would not need highly technical or specialized employees who would need to relocate. The removal of one housing unit would not substantially displace a number of existing housing or people and would not induce growth in an area. Therefore, impacts would be similar to the proposed project and would be less than significant.

Public Services

Fire Protection

Alternative 3 would consist of a project of the same square footage as the proposed project. The Los Angeles Fire Department has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 3 would be similar to the proposed project. It is anticipated that the Los Angeles Fire Department could accommodate this alternative. Therefore, this alternative would result in impacts similar to the proposed project. Both the alternative's and proposed project's impacts would be less than significant.

Police Protection

Alternative 3 would consist of a project of the same square footage as the proposed project. The Los Angeles Police Department has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 3 would be similar to the proposed project. It is anticipated that the Los Angeles Police Department could accommodate this alternative, and this alternative would result in impacts similar to the proposed project. Both the alternative's and the proposed project's impacts with respect to police protection services would be less than significant.

Schools

Alternative 3 would consist of a project of the same square footage as the proposed project. Similar to the proposed project, there would be a net reduction of one single-family home. As a commercial development, this alternative would not result in additional students or an increase in the demand for school services. Therefore, a less than significant impact on schools would occur under Alternative 3, and impacts would be similar to the proposed project's less than significant impacts.

Parks

Alternative 3 would consist of a project of the same square footage as the proposed project. Similar to the proposed project, there would be a net reduction of one single-family home. As a commercial development, this alternative would not result in any new permanent residents or an increase in the

⁹ US Department of Labor, Bureau of Labor Statistics, website: <http://www.bls.gov/web/metro/laummtrk.htm>, accessed August 8, 2010.

demand for parks. Therefore, a less than significant impact on parks would occur under Alternative 3, and impacts would be similar to the proposed project's less than significant impacts.

Libraries

Alternative 3 would consist of a project of the same square footage as the proposed project. Similar to the proposed project, there would be a net reduction of one single-family home. As a commercial development, this alternative would not result in any new permanent residents or an increase in the demand for library services. Therefore, a less than significant impact on libraries would occur under Alternative 3, and impacts would be similar to the proposed project's less than significant impacts.

Transportation and Traffic

Alternative 3 would consist of a project of the same square footage as the proposed project. However, the alternative would change the internal uses with an increase in restaurant space and a reduction of retail, storage and office space as compared to the proposed project. Therefore, this alternative would result in greater daily trips (and peak hour trips) when compared to the proposed project.

As shown in Table VI-18, Alternative 3 would generate 1,968 daily trips, which is about 35 percent more trips than proposed project's 1,456 daily trips. In addition, as shown in Table VI-19, Alternative 3 would result in significant impacts at five intersections. The proposed project had impacts at the following four intersections during PM peak hour:

- San Vicente/Bundy (west and east);
- Montana/Bundy;
- Montana/San Vicente; and
- San Vicente/Barrington.

Alternative 3 adds a new AM impact at San Vicente/Bundy (east) and a new PM impact at Wilshire/Bundy, neither of which can be mitigated. Overall, the impacts of this alternative would be significant and unavoidable and would be greater than the proposed project's impacts at the other three above-mentioned intersections.

Like the proposed project, this alternative could still implement an optional project design feature as described in Section II, Project Description (one of six possible design scenarios: 1, 1(a), 2, 2(a), 3, or 4) in order to improve traffic flow and site accessibility. However, as shown in Table VI-19, with implementation of any of the six possible scenarios, this alternative would still result in significant and unavoidable impacts at the same five intersections as without the design feature.

Parking

Alternative 3 would include the same number of parking spaces as the proposed project. Using the same parking ratios as the proposed project, the following parking would be required:¹⁰

- 45,413 sf Retail – 182 spaces
- 6,173 sf Storage – 21 spaces
- 14,660 sf Restaurant – 147 spaces
- 7,054 sf Office – 24 spaces

Therefore, Alternative 3 would be required to provide 374 parking spaces. The proposed project would provide 427 spaces, or about 103 spaces in excess of the anticipated parking requirements. Alternative 3 would also provide 427 spaces, or about 53 spaces in excess of the anticipated parking requirements. As this alternative would provide spaces in excess to code requirements, no parking shortages or “overflow” parking into the adjacent residential or commercial areas are expected. However, this alternative would not provide as much “overflow” parking as the proposed project. Impacts would be less than significant and similar to the proposed project’s less than significant impact.

**Table VI-18
Alternative 3 Trip Generation**

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Same FAR, Increased Restaurant Space Alternative							
51,586 sf General Retail	2,215	32	21	53	207	224	431
<i>(Less 5% Internal Project Capture)</i>	<i>(111)</i>	<i>(2)</i>	<i>(1)</i>	<i>(3)</i>	<i>(11)</i>	<i>(11)</i>	<i>(22)</i>
<i>(Less 5% Walk-In/Pedestrian Utilization)</i>	<i>(105)</i>	<i>(2)</i>	<i>(1)</i>	<i>(3)</i>	<i>(10)</i>	<i>(10)</i>	<i>(20)</i>
<i>(Less 40% Pass-by Trips)</i>	<i>(800)</i>	<i>(12)</i>	<i>(7)</i>	<i>(19)</i>	<i>(75)</i>	<i>(81)</i>	<i>(156)</i>
Subtotal General Retail Trips	1,199	16	12	28	111	122	233
18,360 sf High-Turnover Restaurant ^a	2,334	110	102	212	145	92	237
<i>(Less 5% Internal Project Capture)</i>	<i>(117)</i>	<i>(6)</i>	<i>(5)</i>	<i>(11)</i>	<i>(7)</i>	<i>(5)</i>	<i>(12)</i>

¹⁰ *Parking Ratios from Hirsch/Green Transportation, revised March 2010.*

Retail: 4.00 spaces / 1,000 sf

Office: 1.00 space / 300 sf

Storage: 1.00 space / 300 sf

Restaurant: 10.00 spaces / 1,000 sf

**Table VI-18
Alternative 3 Trip Generation**

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<i>(Less 10% Walk-In/Pedestrian Utilization)</i>	<i>(222)</i>	<i>(10)</i>	<i>(10)</i>	<i>(20)</i>	<i>(14)</i>	<i>(9)</i>	<i>(23)</i>
<i>(Less 20% Pass-by Trips)</i>	<i>(399)</i>	<i>(19)</i>	<i>(17)</i>	<i>(36)</i>	<i>(24)</i>	<i>(16)</i>	<i>(40)</i>
Subtotal High-Turnover Restaurant Trips	1,596	75	70	145	100	62	162
7,054 sf Office	78	10	1	11	3	17	20
1 unit Single-Family Residential	10	0	1	1	1	0	1
Total Alternative 3 Trips	2,883	101	84	185	215	201	416
<i>Less Total Existing Uses Trips</i>	<i>(915)</i>	<i>(34)</i>	<i>(17)</i>	<i>(51)</i>	<i>(40)</i>	<i>(76)</i>	<i>(116)</i>
Total Net New Alternative 3 Site Trips	1,968	67	67	134	175	125	300
<p>^a Includes 14,660 sf of restaurant floor area, plus 3,700 sf outdoor dining area. Source: Hirsch/Green Transportation, October 1, 2010.</p>							

**Table VI-19
Critical Movement Analysis Summary Future (2014) Without and With Alternative 3 Conditions**

No.	Intersection	Peak Hour	Without Project		Alternative 3			Alternative 3 with San Vicente Median Concept 1, 1(a), 2, or 2(a)			Alternative 3 with San Vicente Median Concept 3 or 4		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1	Sunset and Kenter	AM	0.925	E	0.935	E	0.010	--	--	--	--	--	--
		PM	1.002	F	1.009	F	0.007	--	--	--	--	--	--
2	Sunset and Bundy	AM	0.912	E	0.917	E	0.005	0.913	E	0.001	0.913	E	0.001
		PM	0.806	D	0.815	D	0.009	0.809	D	0.003	0.809	D	0.003
3	Sunset and Barrington	AM	0.910	E	0.913	E	0.003	0.911	E	0.001	0.911	E	0.001
		PM	0.998	E	1.007	F	0.009	1.006	F	0.008	1.006	F	0.008
4	San Vicente and 26 th Street (City of Santa Monica)	AM	0.839	D	0.845	D	0.006	--	--	--	--	--	--
			(46.3) ^a	(D) ^b	(47.3)	(D)	(1.0)	--	--	--	--	--	--
		PM	0.818	D	0.831	D	0.013	--	--	--	--	--	--
			(46.3) ^a	(D) ^b	(48.2)	(D)	(1.9)						
5 (a)	San Vicente and Bundy (west intersection)	AM	0.873	D	0.891	D	0.018	0.891	D	0.018	0.891	D	0.018
		PM	0.987	E	1.034	F	0.047*	1.034	F	0.047*	1.034	F	0.047*
5 (b)	San Vicente and Bundy (east intersection)	AM	0.739	C	0.790	C	0.051*	0.779	C	0.040*	0.782	C	0.043*
		PM	0.869	D	1.001	F	0.132*	0.973	E	0.104*	0.978	E	0.109*
6	Montana and Barrington	AM	0.633	B	0.633	B	0.000	0.636	B	0.003	0.636	B	0.003
		PM	0.855	D	0.855	D	0.000	0.859	D	0.004	0.859	D	0.004
7	Montana and Bundy	AM	0.745	C	0.763	C	0.018	0.757	C	0.012	0.755	C	0.010
		PM	0.952	E	0.997	E	0.045*	0.985	E	0.033*	0.979	E	0.027*
8	Montana and San Vicente	AM	0.572	A	0.572	A	0.000	0.577	A	0.005	0.577	A	0.005
		PM	0.926	E	1.031	F	0.105*	1.042	F	0.116*	0.955	E	0.029*
9	San Vicente and	AM	0.768	C	0.774	C	0.006	--	--	--	--	--	--

**Table VI-19
Critical Movement Analysis Summary Future (2014) Without and With Alternative 3 Conditions**

No.	Intersection	Peak Hour	Without Project		Alternative 3			Alternative 3 with San Vicente Median Concept 1, 1(a), 2, or 2(a)			Alternative 3 with San Vicente Median Concept 3 or 4		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
	Barrington	PM	0.958	E	0.974	E	0.016*						
10	Wilshire and Bundy	AM	1.040	F	1.045	F	0.005	--	--	--	--	--	--
		PM	1.139	F	1.150	F	0.011*						
11	Wilshire and Barrington	AM	0.787	C	0.789	C	0.002	--	--	--	--	--	--
		PM	0.734	C	0.741	C	0.007						
12	Wilshire and San Vicente/Federal	AM	1.020	F	1.021	F	0.001	--	--	--	--	--	--
		PM	1.026	F	1.028	F	0.002						

* = Indicates significant impact per LADOT or City of Santa Monica traffic impact criteria, as applicable

^a Delay reflects total intersection approach delay in seconds, per HCM methodology.

^b LOS based on total intersection approach delay, per HCM methodology.

Alternative 3 has new AM impact at San Vicente/Bundy (east), plus new PM impact at Wilshire/Bundy.

5 total impacts: 1 AM impacts 5 PM impacts

Source: Hirsch/Green Transportation, October 1, 2010.

Utilities

Wastewater

Under Alternative 3, the project site would be developed with the same square footage as the proposed project. However, the project would develop more restaurant space by reducing its retail, storage, and office space. The proposed project would result in a net increase of approximately 3,453 gpd of wastewater (see Section IV.M-1, Wastewater). Alternative 3 would generate 5,165 gpd of wastewater (see Table VI-20). The increase of 1,712 gpd over the proposed project would represent a negligible increase compared to the overall capacity of the Hyperion Treatment Plant and local infrastructure. The increase is because of the additional restaurant space, which has a higher generation rate than the other uses. However, the Hyperion Treatment Plant has adequate capacity to accommodate the proposed project and would be able to accommodate the slight increase under Alternative 3 as well.

Alternative 3 is expected to result in an increase of wastewater generation than the proposed project because of the increased restaurant space at the expense of the storage, retail, and office space. Overall, Alternative 3 would result in a less than significant impact with respect to wastewater, but would be an increase from the proposed project's less than significant impact.

Table VI-20
Alternative 3 Wastewater Generation

Land Use	Size	Generation Rate ^a	Total Generation (gpd)
Same FAR, More Restaurant			
Retail	45,413 sf	80 gallons/1,000 sf	3,633
Storage	6,173 sf	20 gallons/1,000 sf	123
Restaurant	14,660 sf	300 gallons/1,000 sf	4,398
Outdoor Dining	3,700 sf	300 gallons/1,000 sf	1,110
Office	7,054 sf	150 gallons/1,000 sf	1,058
Single Family Home	1 DU	330 gallons/DU	330
<i>Existing (to be removed)</i>			<i>(5,487)</i>
Alternative 3 Net Total			5,165
<i>Notes:</i> <i>du=dwelling unit; sf= square feet; gpd = gallons per day</i> <i>^a Source: City of Los Angeles, L.A. CEQA Thresholds Guide, Exhibit M.2-12 and</i> <i>Written correspondence with Brent Lorscheider, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, April 28, 2010.</i>			

Water

Under Alternative 3, the project site would be developed with the same square footage as the proposed project. However, the project would develop more restaurant space by reducing its retail, storage, and office space. The proposed project would result in a net increase of approximately 4,143 gpd of water (see Section IV.M-2, Water). Alternative 3 would consume 6,198 gpd of water (see Table VI-21). The

increase of 2,055 gpd over the proposed project would represent a negligible increase compared to the overall capacity of the LADWP. The increase is because of the additional restaurant space, which has a higher consumption rate than the other uses. However, the LADWP has stated it could accommodate the propose project and would be able to accommodate the slight increase under Alternative 3 as well.

Alternative 3 is expected to result in an increase of water demand than the proposed project because of the increased restaurant space at the expense of the storage, retail, and office space. Overall, Alternative 3 would result in a less than significant impact with respect to water, but would be an increase from the proposed project's less than significant impact.

Table VI-21
Alternative 3 Water Consumption

Land Use	Size	Consumption Rate ^a	Total Consumption (gpd)
Same FAR, More Restaurant			
Retail	45,413 sf	96 gallons/1,000 sf	4,360
Storage	6,173 sf	24 gallons/1,000 sf	148
Restaurant	14,660 sf	360 gallons/1,000 sf	5,277
Outdoor Dining	3,700 sf	360 gallons/1,000 sf	1,332
Office	7,054 sf	180 gallons/1,000 sf	1,270
Single Family Home	1 DU	396 gallons/DU	396
<i>Existing (to be removed)</i>			(6,585)
Alternative 3 Net Increase			6,198
<i>Notes:</i> <i>du=dwelling unit; sf=square feet; gpd = gallons per day</i> <i>Water consumption assumed to be 120 percent of wastewater generated for a given land use.</i> <i>^a Source: City of Los Angeles, L.A. CEQA Thresholds Guide, Exhibit M.2-11 and</i> <i>Written correspondence with Brent Lorscheider, Division Manager, Wastewater Engineering Services Division, Bureau of Sanitation, April 28, 2010.</i>			

Solid Waste

Under Alternative 3, the project site would be developed with the same square footage as the proposed project. However, the project would develop more restaurant space by reducing its retail, storage, and office space. The proposed project would result in a net increase of approximately 187 pounds of solid waste per day (see Section IV.M-3, Solid Waste). Alternative 3 would generate 185 lbs per day (see Table VI-22). The decrease is because restaurant space has a slighter lower generation rate than office space. As Alternative 3 would increase restaurant space and reduce office space, this reduction is expected.

Alternative 3 is expected to result in a reduced solid waste generation than the proposed project because of the increased restaurant space at the expense of the storage, retail, and office space. Overall, Alternative 3 would result in a less than significant impact with respect to solid waste, and would be a reduction from the proposed project's less than significant impact.

**Table VI-22
Alternative 3 Solid Waste Generation**

Land Use	Size	Generation Rate ^a	Total Generation (lbs/day)
Same FAR, More Restaurant			
Retail	45,413 sf	5 lbs/1,000 sf	227
Storage	6,173 sf	5 lbs/1,000 sf	31
Restaurant	14,660 sf	5 lbs/1,000 sf	73
Outdoor Dining	3,700 sf	5 lbs/1,000 sf	19
Office	7,054 sf	6 lbs/1,000 sf	42
Single Family Home	1 DU	12.23 lbs/DU	12
<i>Existing (to be removed)</i>			<i>(219)</i>
Alternative 3 Net Increase			185
<p><i>Notes:</i> <i>du=dwelling unit; sf =square feet; lbs = pounds</i> <i>Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i> <i>^a Source: Cal Recycle website:</i> <i>http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm, June 15, 2010.</i></p>			

Energy

Under Alternative 3, the project site would be developed with the same square footage as the proposed project. However, the project would develop more restaurant space by reducing its retail, storage, and office space. The proposed project would result in a net increase in demand of approximately 863,909 kWh/year of electricity and 119,653 cf/month of natural gas (see Section IV.M-4, Energy). Alternative 3 would consume 1,138,538 kWh/year of electricity and 121,249 cf/month of natural gas (see Table VI-23 and Table VI-24). The LADWP and SoCal Gas plan for growth in their systems to accommodate and deliver electricity and natural gas, respectively.

Alternative 3 is expected to result in a greater electricity and natural gas consumption than the proposed project because the restaurant space has a greater generation rate compared to retail and office use. Overall, Alternative 3 would result in a less than significant impact with respect to energy, but would be an increase from the proposed project's less than significant impact.

**Table VI-23
Alternative 3 Electricity Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (kWh/yr)
Same FAR, More Restaurant			
Retail	45,413 sf	13.55 kWh/sf	615,346
Storage	6,173 sf	4.35 kWh/sf	26,852
Restaurant	14,660 sf	47.45 kWh/sf	695,617
Outdoor Dining	3,700 sf	47.45 kWh/sf	175,565
Office	7,054 sf	12.95 kWh/sf	91,349
Single Family Home	1 DU	5,526.50 kWh/DU	5,627
<i>Existing (to be removed)</i>			<i>(471,818)</i>
Alternative 3 Net Increase			1,138,538
<p><i>Notes:</i> <i>du=dwelling unit; sf= square feet; kWh = kilowatt-hour; yr = year</i> ^a <i>Source: SCAQMD Air Quality Handbook, 1993, Table A9-11-A Electricity Usage Rate</i></p>			

**Table VI-24
Alternative 3 Natural Gas Consumption**

Land Use	Size	Consumption Rate ^a	Total Consumption (cf/mo)
Same FAR, More Restaurant			
Retail	45,413 sf	2.9 cf/sf	131,698
Storage	6,173 sf	2.0 cf/sf	12,346
Restaurant	14,660 sf	2.9 cf/sf	42,514
Outdoor Dining	3,700 sf	2.9 cf/sf	10,730
Office	7,054 sf	2.0 cf/sf	14,108
Single Family Home	1 DU	6,665 cf/DU	6,665
<i>Existing (to be removed)</i>			<i>(96,812)</i>
Alternative 3 Net Increase			121,249
<p><i>Notes:</i> <i>du=dwelling unit; sf= square feet; cf = cubic feet; mo = month</i> ^a <i>Source: SCAQMD Air Quality Handbook, 1993, Table A9-12-A Natural Gas Usage Rate</i></p>			

Relationship to Project Objectives

Alternative 3 would generally meet the project objectives.

Reduction of Significant Project Impacts

The proposed project would result in significant and unavoidable impacts with respect to historic resources, aesthetics, construction noise, and traffic at four intersections. Alternative 3 would result in the same significant and unavoidable impacts as the proposed project for aesthetics, historic resources, construction noise, and traffic. However, significant traffic impacts would be increased to five intersections. Also, due to the increased amount of trips, operational air quality would have greater impacts. Impacts with respect to utilities would also be greater under this alternative, but still less than significant.

Alternative 4: Preservation Alternative

Under Alternative 4, the Barry Building would be retained, and new tenant spaces would be developed around it, which would result in a project of approximately 70,454 square feet (which includes the 13,956 square foot Barry Building). This alternative integrates the Barry Building to the extent possible with the project's other new retail and commercial buildings, and is slightly smaller than the proposed project in order to provide a project that better integrates the Barry Building. This alternative would also include construction of one single-family residence on Saltair and would include the same number of parking spaces as the proposed project. The main difference between this alternative and the proposed project is the retention of the historic-cultural monument, the Barry Building.

Aesthetics

Like the proposed project, the buildings under Alternative 4 would be new buildings, with the exception of the Barry Building. The maximum height of the structures under this alternative would be the same as the proposed project, with a maximum height of 45 feet and an architectural detail consisting of a clock tower located within the central portion of the center would reach up to 50 feet in height. The development would be of the same size and general on-site orientation. While every attempt has been made to integrate the Barry Building, the development of this alternative would not be as cohesive and integrated as the proposed project, as this alternative includes the Barry Building in the center of the site with new buildings constructed around its perimeter. This alternative would preserve the Barry Building, and as such, would not result in a significant and unavoidable impact with respect to loss of a scenic resource. Overall, implementation of this alternative would result in less than significant impacts with respect to views, shade/shadow, and light/glare. Visual resource impacts would be reduced to less than significant levels because of the preservation of the Barry Building compared to the proposed project's significant and unavoidable impact resulting from the demolition of the Barry Building.

Air Quality

Construction

Regional and localized construction related impacts under the proposed project were found to be less than significant. Under Alternative 4, the project site would be developed with slightly less square footage than the proposed project (approximately 70,454 square feet of commercial uses). However, Alternative 4 would preserve the 13,956 square foot Barry Building and incorporate that space as part of the overall total. It is assumed that construction of this alternative would generally utilize the same construction equipment as the proposed project and the duration of the construction period would be similar to the proposed project. Consequently, peak daily construction activities under this alternative would also be similar to those associated with the proposed project. Thus, similar to the proposed project, it is expected that regional and localized construction-related daily emissions under this alternative would not exceed SCAQMD significance thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Therefore, the daily air quality impacts associated with the construction of Alternative 4 would be less than significant and similar to the proposed project's less than significant impacts.

Operation

Regional and localized operational impacts were found to be less than significant for the proposed project. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, and the operation of landscape maintenance equipment; mobile emissions would be generated by the motor vehicles traveling to and from the project site. The proposed project would generate 1,456 daily trips. As Alternative 4 would result in slightly less square footage (with the same breakdown of uses) as the proposed project, this alternative would result in a slightly less amount of daily trips. As shown in Table IV.C-13, the proposed project's operational air quality emissions would not exceed the thresholds of significance, based on daily trips and square footage. As Alternative 4 would result in a project with slightly reduced square footage and fewer daily trips when compared to the proposed project, operational air quality emissions under Alternative 4 would also not exceed the thresholds of significance. As such, the operational air quality impacts associated with Alternative 4 would be less than significant, and similar to the proposed project.

Greenhouse Gases

Alternative 4 would result in a slightly smaller project with the same breakdown of land uses as the proposed project. This would result in slightly less daily trips as the proposed project. As discussed above, operational air quality emissions generated under this alternative would be slightly less when compared to the proposed project, and emissions would not exceed the SCAQMD thresholds of significance for any of the criteria pollutants. However, as this alternative preserves the Barry Building it would not be as energy efficient as the proposed project, which would be entirely new construction. Consequently, it is reasonable to assume that GHG emissions under this alternative would be higher than the proposed project. Furthermore, this alternative would also not hinder attainment of the State's goals of

reducing GHG emissions by 2020. Overall, impacts with respect to GHG emissions under Alternative 4 would be less than significant, but greater than the proposed project's less than significant impact.

Cultural Resources

Under Alternative 4, the Barry Building would be preserved and integrated to the extent possible with the project's other new retail and commercial buildings. Gruen Associates prepared a report entitled Preserving the Barry Building as Part of the Brentwood Town Green Project, dated December 7, 2010, which is included in Appendix M to this Draft EIR (the "Gruen Report"). This report includes an in depth discussion of the approach to designing a project that incorporates the Barry Building, as well as alterations that would need to be made to rehabilitate the Barry Building and site plans showing the incorporation of the rehabilitated Barry Building. The overall approach of this alternative is to preserve the existing Barry Building and develop new tenant spaces around it. To the extent possible, the new retail and office spaces which would surround the Barry Building are proposed to work together to create a unified commercial center consisting of both existing and new structures. A number of modifications to the Barry Building are proposed, including (but not limited to): (1) adding elevators and associated modifications to provide disabled access; (2) an overall structural analysis to determine structural members which potentially are in need of repair and/or retrofitting for voluntary or partial seismic upgrades; (3) new guardrail systems to meet current code requirements; (4) modifications to tenant spaces to accommodate new accessible pathways; (5) new automatic fire sprinklers and a new fire alarm system; (6) modifications or replacement of windows; (7) new mechanical HVAC system; (8) mechanical, plumbing, and electrical work to comply with current code requirements; and (9) new drought tolerant planting in the courtyards. For a more detailed description of each of the proposed modifications, see the Gruen Report in Appendix M.

Galvin Preservation Associates reviewed the Gruen Report and, in a letter included in Appendix N to this Draft EIR (the "Galvin Letter"), concluded that development of Alternative 4 would reduce the impact with respect to a historic resource to a less than significant level. The Galvin Letter states that the modifications provided for in the Gruen Report are typical of most rehabilitation projects and would not significantly alter or remove the essential character defining features of Barry Building. The Galvin Letter concludes that development of Alternative 4 would not reduce the integrity of the Barry Building to the point that it would no longer be eligible as a Historic-Cultural Monument. Therefore, as the Barry Building would not be demolished, this alternative would reduce the proposed project's significant and unavoidable impact with respect to historic resources to less than significance.

Since Alternative 4 would result in the construction of a project of similar square footage as the proposed project, the entire site (with the exception of the Barry Building footprint) would be graded for both the proposed project and this alternative. Therefore, this alternative would result in a similar potential to encounter archaeological or paleontological resources when compared to the proposed project. Alternative 4 would implement the same mitigation measures as the proposed project. Therefore, impacts would be less than significant, and would be similar to the proposed project's less than significant impacts.

Geology and Soils

Alternative 4 would be located on the same project site as the proposed project, which is located in the seismically active region of Southern California. The impacts with respect to seismic hazards, fault rupture, ground shaking, liquefaction, and landslides would be similar to the proposed project. The same mitigation measures that would be implemented with the proposed project would also be implemented under this alternative. Impacts under Alternative 4 associated with seismic hazards would be similar to the proposed project's less than significant impacts.

Grading, shoring, and excavation activities for this alternative would differ from the proposed project in order to construct subterranean parking under the Barry Building. Minor erosion and siltation could occur during construction similar to the proposed project's less than significant impacts. Like the proposed project, all site grading and site preparation would comply with applicable provisions of the City of Los Angeles Building Code and the California Building Standards Code for development. Impacts of this alternative for soil erosion would be similar to the proposed project's less than significant impacts. Overall, the geology and soils impacts under Alternative 4 would be similar to the proposed project's less than significant impacts.

Hazards and Hazardous Materials

Under Alternative 4, the existing commercial structures (with the exception of the Barry Building), accompanying surface parking areas, and two single-family residential dwelling units would be demolished. The Barry Building would be preserved. As discussed in Section IV.G. (Hazards and Hazardous Materials) of this Draft EIR, the mitigation measure that would be implemented with the proposed project with respect to the preparation of a Phase II Environmental Site Assessment would address potential impacts associated with the release of hazardous materials during construction activities. Because development under this alternative would occur on the same project site and the same mitigation measure would be implemented, the impacts associated with hazards and hazardous materials under this alternative would be less than significant, and would be similar to the proposed project's less than significant impacts.

Land Use and Planning

The discretionary actions required for the proposed project would also apply to Alternative 4 (as listed in Section II, Project Description of this Draft EIR), with the exception of the Certificate of Appropriateness (as the Barry Building would be preserved). Further, similar to the proposed project, this alternative would not physically divide an established community. Therefore, this alternative would result in impacts similar to the proposed project. Both the alternative's and proposed project's land use impacts would be less than significant.

Noise

Construction

Construction-related noise impacts were found to be significant and unavoidable for the proposed project. Demolition activities under Alternative 4 would be substantially similar to the proposed project due to the similar amount of square footage proposed; the only difference would be that under this alternative the Barry Building would not be demolished. However, the buildings located close to the surrounding sensitive receptors would still be demolished. Construction of this alternative would require the use of heavy equipment for demolition, excavation for subterranean parking, site grading, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. Similar to the proposed project, construction noise levels associated with this alternative are likely to exceed the existing ambient noise levels at all of the identified off-site sensitive locations, with the exception of the Brentwood Science Magnet School playfield, by more than 5 dBA for more than ten days in a three-month period and by more than 10 dBA for more than one day. As such, these impacts would be considered potentially significant for this alternative. Like the proposed project, while mitigation measures would be implemented to ensure that this alternative's impacts would be reduced to the maximum extent feasible, construction related noise impacts for Alternative 4 would be considered significant and unavoidable and similar to the proposed project's significant and unavoidable impacts.

Construction-related vibration impacts were found to be less than significant for the proposed project. As discussed above, the maximum daily construction activities under this alternative would be substantially similar to the proposed project. Thus, similar to the proposed project, none of the nearest surrounding off-site sensitive receptors would be exposed to groundborne vibration levels that exceed the thresholds of significance for building damages or human annoyance. In addition, and similar to the proposed project, several of the mitigation measures identified to reduce noise impacts would also serve to reduce groundborne vibration levels. Thus, construction-related groundborne vibration impacts associated with Alternative 4 would be considered less than significant and similar to the proposed project's less than significant impacts.

Operation

Operational noise impacts were found to be less than significant for the proposed project. With respect to traffic and vehicular noise, Alternative 4 would result in slightly fewer new daily trips as compared to the proposed project (see discussion under Air Quality, above). Thus, impacts with respect to roadway noise levels would be slightly less than the proposed project. As shown in the traffic study prepared for the proposed project, the existing roadway volumes would not be doubled by proposed project. As Alternative 4 would generate fewer daily trips than the proposed project, existing roadway noise volumes would also not be doubled by Alternative 4. As such, impacts related to roadway noise under Alternative 4 would be less than significant, and slightly less than the proposed project. Similar to the proposed

project, this alternative would also include subterranean parking that would generate noise from sources such as engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. These noise levels under Alternative 4 would be substantially similar to those experienced under the proposed project. As such, operational noise levels with respect to parking areas would be less than significant and similar to the proposed project's less than significant impacts.

With respect to non-vehicular on-site noise sources, Alternative 4 would be substantially similar to the proposed project. Like the proposed project, this alternative's design and placement of on-site HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. In addition, on-site noise related to the outdoor eating area under the Alternative 4 would be substantially similar to the proposed project, as this alternative would also include an outdoor eating area of similar size. Alternative 4 would also include a mitigation measure that requires all exterior windows associated with the proposed single-family residence to be constructed such that interior noise levels would be below a CNEL of 45 dBA in any residential unit. As such, on-site operational noise impacts would be less than significant under Alternative 4 and similar to the proposed project's less than significant impact.

Operational vibration impacts were found to be less than significant for the proposed project. Similar to the proposed project, Alternative 4 would not include stationary equipment that would result in high vibration levels, which are more typical for large industrial projects. Although groundborne vibration at the project site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, Alternative 4 would not result in the increased use of these heavy-duty vehicles. While refuse trucks would be used for the disposal of solid waste at the project site, these trips would typically only occur once a week and would not be any different than those presently occurring at the project site for the existing commercial uses. The number of transit buses that travel along San Vicente Boulevard would also not increase due to this alternative. As such, vibration impacts associated with operation of Alternative 4 would be less than significant and similar to the proposed project's less than significant impact.

Population and Housing

Alternative 4 would consist of a project of slightly less square footage than the proposed project, which would generate slightly fewer employees. According to the U.S. Department of Labor, Bureau of Labor Statistics, as of June 2010, the unemployment rate for the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area is 11.6%.¹¹ Therefore, it is likely that there are unemployed workers in the project area who could fill the jobs generated by this alternative. The project developed under this

¹¹ US Department of Labor, Bureau of Labor Statistics, website: <http://www.bls.gov/web/metro/laummtrk.htm>, accessed August 8, 2010.

alternative would not need highly technical or specialized employees who would need to relocate. The removal of one net housing unit would not substantially displace a number of existing housing or people and would not induce growth in an area. Therefore, impacts would be similar to the proposed project and would be less than significant.

Public Services

Fire Protection

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. The Los Angeles Fire Department (LAFD) has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 4 would be similar to the proposed project. Further, this alternative would involve the addition of fire sprinklers to the Barry Building, if required by LAFD. Therefore, the LAFD could accommodate this alternative and impacts would be similar to the proposed project's less than significant impacts.

Police Protection

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. The Los Angeles Police Department (LAPD) has indicated that staffing and resources are adequate to accommodate the proposed project. The total on-site population under Alternative 4 would be similar to the proposed project. Therefore, the LAPD could accommodate this alternative, and impacts would be similar to the proposed project's less than significant impacts.

Schools

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. Retention of the Barry Building has no impact to schools as it is currently used for commercial and office space and would remain that way under Alternative 4. Similar to the proposed project, there would be a net reduction of one single-family home. As a commercial development, this alternative would not result in additional students or an increase in the demand for school services. Therefore, a less than significant impact on schools would occur under Alternative 4, and impacts would be similar to the proposed project's less than significant impacts.

Parks

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. Retention of the Barry Building has no impact to parks as it is currently used for commercial and office space and would remain that way under Alternative 4. Similar to the proposed project, there would be a net reduction of one single-family home. As a commercial development, this alternative would not result in any new permanent residents or an increase in the demand for parks. Therefore, a less than significant impact on parks would occur under Alternative 4, and impacts would be similar to the proposed project's less than significant impacts.

Libraries

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. Retention of the Barry Building has no impact to libraries as it is currently used for commercial and office space and would remain that way under Alternative 4. Similar to the proposed project, there would be a net reduction of one single-family home. As a commercial development, this alternative would not result in any new permanent residents or an increase in the demand for library services. Therefore, a less than significant impact on libraries would occur under Alternative 4, and impacts would be similar to the proposed project's less than significant impacts.

Transportation and Traffic

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. Therefore, this alternative would result slightly fewer daily trips (and peak hour trips) when compared to the proposed project. As discussed in Section IV.L. (Traffic, Transportation, and Parking) of this Draft EIR, the proposed project would generate 1,456 daily trips and would result in significant impacts at the following four intersections during PM peak hour:

- San Vicente/Bundy (west and east);
- Montana/Bundy;
- Montana/San Vicente; and
- San Vicente/Barrington.

While Alternative 4 would result in slightly fewer daily trips, it would still have the same 4 PM impacts as the proposed project. Overall, the impacts of this alternative would be significant and unavoidable and would be the same as the proposed project's impacts.

Like the proposed project, this alternative could implement an optional project design feature as described in Section II, Project Description (one of six possible design scenarios: 1, 1(a), 2, 2(a), 3, or 4) in order to improve traffic flow and site accessibility. However, as for the proposed project, with implementation of any of the six possible scenarios, this alternative would still result in significant and unavoidable impacts at the same intersections as without the design feature.

Parking

Alternative 4 would include the same amount of parking (427 spaces) as the proposed project, which would be in excess of parking requirements. While this alternative would provide parking in excess of code requirements, no parking shortages or "overflow" parking into the adjacent residential or commercial areas are expected. Impacts would be less than significant and similar to the proposed project's less than significant impact.

Utilities

Wastewater

Under Alternative 4, the project site would be developed with slightly reduced square footage when compared to the proposed project. The proposed project would result in a net increase of approximately 3,453 gpd of wastewater generated (see Section IV.M-1, Wastewater), and Alternative 4's wastewater generation would be proportionately reduced. The difference between this alternative and the proposed project would be the retention of the historic-cultural monument, the Barry Building. Overall, Alternative 4 would result in a less than significant impact with respect to wastewater, and would be essentially the same as the proposed project.

Water

Under Alternative 4, the project site would be developed with slightly reduced square footage when compared to the proposed project. The proposed project would result in a net increase of approximately 4,143 gpd of water consumption (see Section IV.M-2, Water), and Alternative 4's water consumption would be comparatively reduced. The difference between this alternative and the proposed project would be the retention of the historic-cultural monument, the Barry Building. Overall, Alternative 4 would result in a less than significant impact with respect to water, and would be essentially the same as the proposed project.

Solid Waste

Under Alternative 4, the project site would be developed with slightly reduced square footage when compared to the proposed project. The proposed project would result in a net increase of approximately 187 pounds of solid waste generated per day (see Section IV.M-3, Solid Waste), and Alternative 4's solid waste generation would be proportionately reduced. The difference between this alternative and the proposed project would be the retention of the historic-cultural monument, the Barry Building. Overall, Alternative 4 would result in a less than significant impact with respect to solid waste, and would be essentially the same as the proposed project.

Energy

Under Alternative 4, the project site would be developed with slightly less square footage when compared to the proposed project. The proposed project would result in a net increase in demand of approximately 863,909 kWh/year of electricity and 119,653 cf/month of natural gas (see Section IV.M-4, Energy), and Alternative 4's energy requirements would be proportionately reduced. While according to published consumption rates, Alternative 4 would result in slightly less energy consumption as the proposed project, in actuality Alternative 4 is likely to consume more energy due to poorer insulation and electrical power systems as a result of the retention of the Barry Building. Overall, Alternative 4 would result in a less than significant impact with respect to energy, but this impact would be greater than the proposed project.

Relationship to Project Objectives

Alternative 4 would not meet a number of the project objectives to the same extent as the proposed project. With respect to objective 1, retention of the Barry Building may affect the architectural integration of the overall project. Retention of the Barry Building may also affect the energy efficiency and other environmental sustainability goals of the project under objective 1. Retention of the Barry Building may also affect its ability to achieve the competitive goals under objective 2 as well as the economic goals under objective 4. Alternative 4 would also not provide the same type of well-defined pedestrian network that would be provided by the proposed project given the retention of the Barry Building, which network is called for under objectives 1 and 3.

Reduction of Significant Project Impacts

The proposed project would result in significant and unavoidable impacts with respect to historic resources, aesthetics, construction noise, and traffic at four intersections. As Alternative 4 would retain the Barry Building, its development would result in no impact with respect to either historic resources or aesthetics. However, Alternative 4 would still result in the same significant and unavoidable impacts with respect to construction noise and traffic at the four identified intersections.

C. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, the No Project Alternative would result in the least impacts on the existing environment at. However, Section 15126.6(e)(2) of the CEQA Guidelines states if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives. Based on the alternatives analysis provided above and Alternatives Comparison Table VI-25, Alternative 4 is considered to be the environmentally superior alternative, as it would result in impacts similar to those of the proposed project, and would reduce the significant and unavoidable impacts of the project with respect to both historic resources and aesthetics.

**Table VI-25
Alternatives Comparison**

Impact Area	Proposed	Alternative 1(a)	Alternative 1(b)	Alternative 2	Alternative 3	Alternative 4
Aesthetics						
Visual Resources/Views	SIG/U	Reduced	Greater	Reduced	Similar	Reduced
Shade/Shadow	LTS	Reduced	Greater	Reduced	Similar	Similar
Light and Glare	LTS	Reduced	Greater	Reduced	Similar	Similar
Air Quality						
Construction	LTS	Reduced	Greater	Reduced	Similar	Similar
Operation	LTS	Reduced	Reduced	Reduced	Greater	Similar
Greenhouse Gases						
Operation	LTS	Reduced	Reduced	Reduced	Greater	Greater
Cultural Resources						
Historic	SIG/U	Reduced	Similar	Similar	Similar	Reduced
Archaeological	LTS/M	Reduced	Similar	Similar	Similar	Similar
Paleontological	LTS/M	Reduced	Similar	Similar	Similar	Similar
Human Remains	LTS/M	Reduced	Similar	Similar	Similar	Similar
Geology and Soils						
Rupture of Known Earthquake Fault	LTS	Reduced	Similar	Similar	Similar	Similar
Strong Seismic Ground Shaking	LTS	Reduced	Similar	Similar	Similar	Similar
Ground Failure, Liquefaction	LTS	Reduced	Similar	Similar	Similar	Similar
Landslides	LTS	Reduced	Similar	Similar	Similar	Similar
Soil Erosion	LTS	Reduced	Similar	Similar	Similar	Similar
Unstable Geologic Unit	LTS	Reduced	Similar	Similar	Similar	Similar
Expansive Soils and Soil Stability	LTS/M	Reduced	Similar	Similar	Similar	Similar
Incapable of supporting Septic Tanks	NI	Reduced	Similar	Similar	Similar	Similar
Hazards/Hazardous Materials						
Release of Hazardous Materials	LTS	Reduced	Similar	Similar	Similar	Similar
Within One-Quarter Mile of School	LTS	Reduced	Similar	Similar	Similar	Similar
Within Two Miles of a Public Airport	NI	Reduced	Similar	Similar	Similar	Similar
Within Vicinity of Private Airstrip	NI	Reduced	Similar	Similar	Similar	Similar
Interfere with Emergency Plan	LTS	Reduced	Similar	Similar	Similar	Similar

**Table VI-25
Alternatives Comparison**

Impact Area	Proposed	Alternative 1(a)	Alternative 1(b)	Alternative 2	Alternative 3	Alternative 4
Listed on Hazardous Materials Sites	LTS	Reduced	Similar	Similar	Similar	Similar
Wildland Fires	LTS	Reduced	Similar	Similar	Similar	Similar
Land Use and Planning	LTS	Reduced	Reduced	Similar	Similar	Similar
Noise						
Construction Noise	SIG/U	Reduced	Greater	Reduced	Similar	Similar
Constriction Vibration	LTS	Reduced	Greater	Reduced	Similar	Similar
Operation	LTS	Reduced	Similar	Similar	Similar	Similar
Population/Housing						
Displace Housing	LTS	Reduced	Similar	Similar	Similar	Similar
Displace People	LTS	Reduced	Similar	Similar	Similar	Similar
Induce Population into area	LTS	Reduced	Similar	Similar	Similar	Similar
Indirect Growth due to temporary jobs	LTS	Reduced	Similar	Similar	Similar	Similar
Population growth	LTS	Reduced	Similar	Similar	Similar	Similar
Public Services						
Fire	LTS	Reduced	Greater	Reduced	Similar	Similar
Police	LTS/M	Reduced	Greater	Reduced	Similar	Similar
Schools	LTS/M	Reduced	Similar	Similar	Similar	Similar
Parks	LTS	Reduced	Similar	Similar	Similar	Similar
Libraries	LTS	Reduced	Similar	Similar	Similar	Similar
Traffic/Transportation/Parking						
Traffic Impacts (Intersections)	SIG/U	Reduced	Similar	Reduced	Greater	Similar
Parking	LTS	Similar	Similar	Similar	Similar	Similar
Utilities						
Wastewater	LTS	Reduced	Greater	Reduced	Greater	Similar
Water	LTS	Reduced	Greater	Reduced	Greater	Similar
Solid Waste	LTS	Reduced	Greater	Reduced	Reduced	Similar
Electricity	LTS	Reduced	Greater	Reduced	Greater	Greater
Natural Gas	LTS	Reduced	Greater	Reduced	Greater	Greater
<i>Note:</i>						

**Table VI-25
Alternatives Comparison**

Impact Area	Proposed	Alternative 1(a)	Alternative 1(b)	Alternative 2	Alternative 3	Alternative 4
<p><i>LTS = Less Than Significant</i> <i>LTS/M = Less Than Significant with Mitigation</i> <i>SIG/U = Significant and Unavoidable</i> <i>NI = No Impact</i> Source: CAJA Environmental Services, October 2010.</p>						



Environmental Review Section

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



FINAL ENVIRONMENTAL IMPACT REPORT

BRENTWOOD-PACIFIC PALISADES COMMUNITY PLAN AREA

Green Hollow Square

Case No. ENV-2009-1065-EIR

Council District No. 11

**THIS DOCUMENT COMPRISES THE EIR AS REQUIRED UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

Project Addresses: 11961, 11965, 11967, 11969, 11973, 11977, 11981 and 11991 San Vicente Boulevard, and 642 and 644 Saltair Avenue, Los Angeles, CA 90049

Project Description:

The project site is approximately 2.66 acres in size, which is currently improved with two single-family dwellings, five commercial buildings of one to two stories, and accessory surface parking.

The applicant proposes to develop a neighborhood-oriented commercial center, which would include a pedestrian-oriented gathering place offering goods and services to the surrounding community. The proposed project involves demolition of the existing buildings and structures and construction of three new two-story commercial buildings containing tenant spaces for retail, restaurant, office, storage, and other local services in an open-air setting with several courtyards connected by pedestrian pathways.

The proposed 73,300 square foot (sf) project features groupings of multiple tenant spaces, ranging from approximately 500 to 5,000 sf, which are oriented around open courtyards. The proposed project also includes construction of a single-family home in the westernmost area of the project site. The proposed project would be built above a one-level subterranean parking garage that, together with at-grade parking, would provide a total of 427 on-site parking spaces.

APPLICANT:

Munger Community Property Revocable Trust
Nancy B. Munger Separate Property Revocable Trust
Barry Family, LLC

PREPARED BY:

CAJA Environmental Services, LLC

January 24, 2012

EIR NO.: ENV-2009-1065-EIR

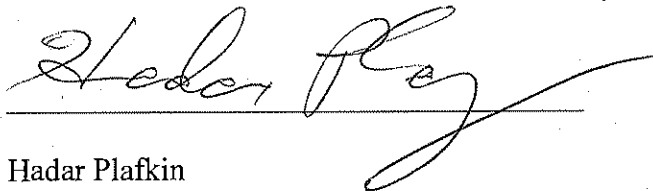
SCH NO.: 2009061062

PROJECT NAME: Green Hollow Square

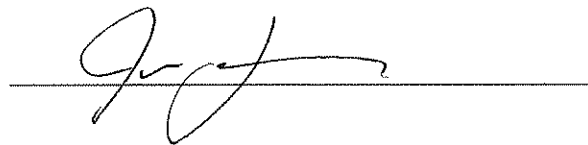
RECOMMENDATION FOR EIR CERTIFICATION

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

Submitted by:



Hadar Plafkin
Project Coordinator, City Planner
Environmental Review Section



Jon Foreman
Senior City Planner
Department of City Planning

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION/SUMMARY	I-1
II. RESPONSES TO COMMENTS.....	II-1
III. ADDITIONS AND CORRECTIONS	III-1
IV. MITIGATION MONITORING AND REPORTING PROGRAM.....	IV-1

Appendices:

Appendix A:	Bracketed Comment Letters
Appendix B:	Supplemental Traffic Information
Appendix C:	Supplemental Report from Galvin Preservation Associates
Appendix D:	Supplemental Report from Gruen Associates
Appendix E:	Additional Air Quality Data Sheets – Optional Project Design Feature
Appendix F:	Sunnyvale Traffic Analysis
Appendix G:	Supplemental Alternative 4 Traffic Analysis

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I. INTRODUCTION

In accordance with Sections 15088, 15089, and 15132 of the State *CEQA Guidelines*, the City of Los Angeles has prepared this Final Environmental Impact Report (Final EIR) for the Green Hollow Square project (herein referred to as “project” or “proposed project”). This Final EIR includes the following sections: I) Introduction; II) Responses to Comments; III) Corrections and Additions; and IV) Mitigation Monitoring and Reporting Program. Comment letters received on the Draft Environmental Impact Report (Draft EIR) are provided in Appendix A, Bracketed Comment Letters, to this Final EIR.

1. PROPOSED PROJECT

Location

The project site is located within the Brentwood-Pacific Palisades community of the City of Los Angeles (the “City”) approximately one mile west of Interstate 405 and approximately two miles north of Interstate 10. The project site is located at 11991, 11965, 11967, 11969, 11973, 11977, 11981, and 11991 San Vicente Boulevard and 644 and 642 South Saltair Avenue. The project site is comprised of approximately 2.66 acres and is bounded by San Vicente Boulevard to the south, Saltair Avenue and a commercial bank building to the west, single-family residences and a vacant residential lot to the north, and a one-story on-grade commercial structure and parking lot to the east.

Existing Uses

The project site is currently developed with five commercial structures totaling 34,856 square feet (sf), accompanying surface parking area, and two single-family residential dwellings. The five commercial structures front on San Vicente Boulevard on the southern edge of the project site and the two residential properties front on Saltair Avenue.

Proposed Uses

The proposed project (Green Hollow Square) would include approximately 73,300 sf of neighborhood-oriented commercial land uses in addition to 3,700 sf of outdoor dining space within the courtyards and terraces of the commercial center. The proposed project would include three commercial buildings of two stories each and would consist of several tenant spaces for retail, restaurant, office, and other local services. Specific uses would include:

- Retail - 51,500 sf;
- Restaurant - 6,800 sf;
- Office - 8,000 sf; and
- Storage - 7,000 sf.

The project would be developed in an open-air setting and would include several courtyards connected by pedestrian pathways. Groupings of multiple tenant spaces, ranging from approximately 500 to 5,000 sf, would be oriented around courtyards located on the first and second levels. The proposed project would be built above a one-level subterranean parking garage that would be approximately 12 feet below grade. Additional at-grade parking would be provided in the northern portion of the project site. Each building would be approximately 39.5 feet in height. Rooftop mechanical/electrical equipment would reach up to 45 feet in height and an architectural detail consisting of a clock tower located within the central portion of the commercial center would reach up to 50 feet in height.

Where the two single-family homes are currently located, the applicant would develop a single-family home. The new home would be located on the westernmost approximately 108 feet of this area fronting on Saltair Avenue. The home would be approximately 4,520 sf and two stories in height, with a two-car garage. The remaining approximately 100 feet of this area would be integrated into the parking area proposed to serve the new commercial center.

Green Building

The project would comply with Ordinance No. 179,820 (Green Building Ordinance), which establishes a requirement to incorporate green building practices into projects that meet certain threshold criteria. The green building practices are tied to the Leadership in Energy and Environmental Design (LEED®) system established by the U.S. Green Building Council (USGBC), and the project would meet the intent of LEED at the Certified Level.

Access and Circulation

The proposed development would include separate access points for entry and exit, with internal driveways that would allow access to all of the on-site parking facilities. Both access points would be located on San Vicente Boulevard and each driveway would consist of one-way one-car lanes. The driveway on the west side of the project site would be used for entry and the driveway on the east side of the project site would be used for exit. Entry and exit ramps for access to the subterranean parking level would be located at the north end of the project site.

Parking

The one-level subterranean parking garage together with at-grade parking would provide a total of 427 on-site parking spaces. There would be 65 parking spaces at-grade in the northern portion of the project and 362 parking spaces in the subterranean level. In addition, two covered parking spaces would be provided for the proposed single-family home.

Construction and Occupancy Schedule

It is anticipated that project completion and building occupancy will occur in the year 2014. The completion of the proposed project's Final EIR and entitlements are projected for the third quarter of

2011. The proposed project involves demolition of the existing buildings and structures and construction of three new two-story commercial buildings. Construction activities are expected to begin in 2012; however, for various reasons, demolition of the existing buildings (including the Barry Building) may take until late 2012 or early 2013. Construction and occupancy are expected to take another 18-22 months, or until the fourth quarter of 2014. Approximately 59,000 cubic yards of material would be exported as part of construction.

Optional Project Design Features

The project applicant has proposed for the project to include an optional project design feature that could be implemented to improve traffic flow and accessibility for both the project site and for other nearby businesses. The optional project design features would all involve alterations to the existing raised median island along San Vicente Boulevard in front of the project site. There are six concepts of various median alterations, of which one could be included as an optional project design feature. The six concepts are as follows:

- Concept 1 involves construction of a new U-turn lane within the existing raised median island approximately opposite the project site to allow westbound San Vicente Boulevard traffic to directly access eastbound San Vicente Boulevard between Montana Avenue and Saltair Avenue.
- Concept 1(a) includes a median U-turn lane from Concept 1, as well as a left-turn lane on San Vicente Boulevard that would allow traffic traveling eastbound on San Vicente Boulevard to turn left on Saltair Avenue, plus signalization of the intersection of San Vicente Boulevard and Saltair Avenue.
- Concept 2 involves construction of a turn lane within the existing raised median island to allow westbound traffic to make a U-turn at Saltair Avenue onto eastbound San Vicente Boulevard. This concept also includes a left-turn lane in the existing median island that would allow traffic traveling eastbound on San Vicente Boulevard to turn left on Saltair Avenue, as well as signalization of the intersection of San Vicente Boulevard and Saltair Avenue.
- Concept 2(a) involves construction of a turn lane within the existing raised median island to allow westbound traffic to make a U-turn at Saltair Avenue onto eastbound San Vicente Boulevard, but does not provide the eastbound left-turn lane or signalization at Saltair Avenue.
- Concept 3 involves construction of a new U-turn lane within the existing raised median island east of the project site to allow westbound San Vicente Boulevard traffic to directly access eastbound San Vicente Boulevard between Montana Avenue and Saltair Avenue, in addition to a U-turn lane constructed within the existing raised median island, to allow eastbound traffic to access westbound San Vicente Boulevard. This location would also be signalized.

- Concept 4 involves construction of a new U-turn lane within the existing raised median island east of the project site to allow westbound San Vicente Boulevard traffic to directly access eastbound San Vicente Boulevard between Montana Avenue and Saltair Avenue, and construction of a left turn lane to allow eastbound traffic to access the project site directly via a “full service” driveway at the eastern edge of the project site. This driveway would accommodate both inbound and outbound project traffic, and permit both left and right turns exiting the site. This new median cut/project driveway location would be signalized.

Project Objectives

The objectives for the proposed Green Hollow Square project are:

1. Architecture/Design

- Create a development that provides a mix of retail, office and restaurant uses that cater to the Brentwood community, within which buildings are functionally and architecturally integrated with one another and clearly relate to each other in terms of proportion, height, mass, and façade;
 - Develop a mixed-use commercial project that creates a sense of place for customers and community within walking or short driving distance of the Brentwood area;
 - Provide an efficient site circulation system to prevent auto queuing or back-up onto San Vicente Boulevard;
 - Provide a project that meets LEED standards and includes energy efficient features that minimize the project’s ongoing effects on the environment;
 - Develop a mixed use project that is compliant with all current building and environmental codes and meets modern commercial standards for high-class quality businesses;

2. Facilities

- Create a commercial development with more current facilities that will be competitive with similar properties along the San Vicente Corridor in the Brentwood area;

3. Specific Plan Implementation

- Contribute to the City’s vision for the San Vicente Scenic Corridor Specific Plan;
 - Provide on-site parking facilities for the project’s employees and customers that would exceed City Code requirements, thus alleviating parking on neighborhood streets;
 - Provide a design that emphasizes a cohesive, well-defined pedestrian network, within which there are generous public spaces for walking and sitting; and

4. Economics

- Enhance return on applicants' investment and tax revenue to local governmental agencies.

Discretionary Actions

The City of Los Angeles Department of City Planning is the Lead Agency for the proposed project. In order to construct the proposed development, the applicant is requesting approval of the following discretionary actions from the City of Los Angeles and/or other agencies:

- General Plan Amendment from Low Density Residential to Neighborhood Commercial pursuant to Section 11.5.6 of LAMC to facilitate proposed parking at the easternmost approximately 100 feet of the two existing residential lots on the northwest portion of the site at 642 and 644 Saltair Avenue;
- Vesting Zone and Height District Changes pursuant to Section 12.32-F and 12.32-Q of LAMC, from RS-1-O to (V)P-1VL-O to facilitate the proposed parking at the easternmost portions of the two existing residential lots at 642 and 644 Saltair Avenue; and from C4-1VL to (V)C4-1VL and from P-1VL-O to (V)P-1VL-O to ensure a vested right to proceed with the proposed development;
- Specific Plan Amendment to expand the San Vicente Scenic Corridor Specific Plan boundary to include the northerly 100 feet (rear portion) of the project site, including the easternmost portion of the two lots at 642 and 644 Saltair Avenue;
- Conditional Use Permit pursuant to Section 12.24.W.1 of LAMC to permit on-site and off-site sales of alcoholic beverages at three restaurants and a boutique wine/liquor store;
- Site Plan Review pursuant to Section 16.05 of LAMC;
- Zone Variances from Section 12.14-A.1(b)(3) of LAMC, pursuant to Section 12.27 of LAMC, to allow outdoor eating areas for restaurants that are not on the ground floor and outdoor eating areas that are more than 50 percent of the dining area of the associated restaurants; and to allow outdoor sales areas including, but not limited to, kiosks, sales carts, stands, and other similar methods of sales and informational display;
- Project Permit Compliance Review pursuant to Section 11.5.7 of LAMC to demonstrate compliance of the proposed commercial center with applicable regulations, standards, and provisions of the San Vicente Scenic Corridor Specific Plan;
- Preliminary and Final Design Review by the San Vicente Design Review Board pursuant to Section 16.50 of LAMC to demonstrate compliance of the proposed commercial center with the San Vicente Scenic Corridor Specific Plan and Design Guidelines;

- Approval by the Cultural Heritage Commission or other compliance with the Cultural Heritage Ordinance;
- Haul Route (export) Permit; and
- Demolition Permits for all existing structures.

Further, in order to construct one of the optional project design features, approval of the following discretionary action would be required:

- Specific Plan Exception to the San Vicente Corridor Specific Plan to allow for the possible removal and replacement of trees in the San Vicente Boulevard median.

2. ENVIRONMENTAL REVIEW PROCESS

California Environmental Quality Act (CEQA) does not require formal hearings at any stage of the environmental review process (Section 15202(a) of the *CEQA Guidelines*). However, it does encourage “wide public involvement, formal and informal... in order to receive and evaluate public reactions to environmental issues...” (Section 15201 of the *CEQA Guidelines*).

Pursuant to State *CEQA Guidelines* Section 15063, the City prepared a preliminary Initial Study that concluded that the proposed project could result in potentially significant environmental impacts and an EIR would be required. The City circulated the following Notice of Preparation (NOP) of a Draft EIR for the proposed project to the State Clearinghouse, and interested agencies and persons:

- NOP on June 16, 2009 with the comment period ending July 20, 2009.
- 1st Revised and recirculated on August 4, 2009 with comment period ending September 4, 2009.
- 2nd Revised and recirculated on April 12, 2010 with comment period ending May 17, 2010.

The 1st revised and recirculated NOP was necessary because the original NOP did not include the floor area planned for open courtyard areas located under the proposed retractable skylights. The 2nd revised and recirculated NOP was necessary because the proposed project was revised following the August 4, 2009 NOP as a result of community feedback received. Comments received on each of the NOPs were considered in the preparation of the Draft EIR.

Draft EIR

Pursuant to State *CEQA Guidelines* Section 15087, a Notice of Availability (NOA) and the Draft EIR was distributed to various public agencies, citizen groups, and interested individuals for a 45-day public review period from February 17, 2011 through April 4, 2011. The Draft EIR was also circulated to state agencies for review through the State Clearinghouse of the Governor’s Office of Planning and Research. Copies of the Draft EIR were available for review at the City of Los Angeles Department of City

Planning, Central Library, West Los Angeles Regional Library, Donald Bruce Kaufman Branch Library, and via internet at <http://cityplanning.lacity.org/>. The purpose of the review period is to provide interested public agencies, groups and individuals the opportunity to comment on the adequacy of the Draft EIR and to submit testimony on the possible environmental effects of the proposed project.

Final EIR

This document, together with the Draft EIR, makes up the Final EIR as defined in the State *CEQA Guidelines* Section 15132 as follows:

The Final EIR shall consist of:

- a) The Draft EIR or a revision of the draft.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) Any other information added by the Lead Agency.

As Lead Agency under CEQA, the City must provide each public agency that commented on the Draft EIR with a copy of its responses to comments at least ten days before certifying the Final EIR. In addition, the Lead Agency may also provide an opportunity for members of the public to review the Final EIR before certification, although this is not a requirement of CEQA.

3. USE OF THIS DOCUMENT

The Final EIR allows the public and Lead Agency to review revisions to the Draft EIR, comments, and responses to comments before approval of a project. This Final EIR (which includes the Draft EIR) will serve as the environmental document used by the City when considering approval of a project. After completing the Final EIR and before approving a project, the Lead Agency must make the following three certifications (*CEQA Guidelines* Section 15090).

- The Final EIR has been completed in compliance with CEQA;
- The Final EIR was presented to the decision-making body of the Lead Agency, and the decision making body reviewed and considered the information in the Final EIR prior to approving the project; and
- The Final EIR reflects the Lead Agency's independent judgment and analysis.

In addition, if an EIR that has been certified for a project identifies one or more significant environmental impacts, the Lead Agency must adopt findings of fact (*CEQA Guidelines* Section 15091[a]). For each significant impact, the Lead Agency must make one of the following findings.

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, the Lead Agency must adopt, in conjunction with the findings, a program for reporting or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen impacts (*CEQA Guidelines* Section 15091[d]). These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the Mitigation Monitoring and Reporting Program (MMRP).

In addition, when a Lead Agency approves a project that would result in significant and unavoidable impacts that are disclosed in the EIR, the agency must state in writing its reasons for supporting the approved action (*CEQA Guidelines* Section 15093[b]). This statement of overriding considerations must be supported by substantial information in the record, including the EIR.

Based on the analysis included in Section IV (Environmental Impact Analysis) of the Draft EIR, the proposed project would result in significant unavoidable environmental impacts with respect to:

Historic Resources

The proposed project involves the demolition of the Barry Building, which was designated Los Angeles Historic-Cultural Monument #887 on October 2, 2007. Buildings that are listed in a local register of historic resources are considered historic resources subject to CEQA. The demolition of historic resources cannot be mitigated to a less than significant level. Therefore, the project would have a significant and unavoidable impact on historic resources with respect to the demolition of the Barry Building.

Aesthetics

As the proposed project involves the demolition of the Barry Building, which is Los Angeles Historic-Cultural Monument #887 and considered a scenic resource, the project would result in a significant and unavoidable aesthetic impact.

Noise (Construction)

The following off-site sensitive receptors would be significantly impacted by construction noise:

- Single family residence at 640 S. Saltair Avenue;
- Single family residence at 11900 W. Saltair Terrace;
- Single family residence at 529 S. Westgate Avenue;
- Chabad Jewish Center of Brentwood;
- Gan Chaya Jewish Early Childhood Center; and
- Brentwood Presbyterian Church.

The highest noise levels that would be experienced by the off-site receptors would only occur for a limited duration during construction of the proposed project. Furthermore, in the later phases during interior building construction, noise levels are typically reduced even further as the physical structures that are constructed would break the “line-of-sight” noise transmission from the project to off-site receptors. However, because construction noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period and by more than 10 dBA for more than one day at the identified noise-sensitive receptors, construction noise impacts would be significant and unavoidable.

Traffic

The impact due to the proposed project is incrementally small; however, because of the large existing traffic volumes at the following intersections, the impact is over the threshold for significance. Based on the impact evaluation criteria, the project’s incremental traffic impacts are considered to be “significant” at four of the 12 study intersections, as listed below:

- San Vicente Boulevard and Bundy Drive (both the east and west intersections);
- Montana Avenue and Bundy Drive;
- Montana Avenue and San Vicente Boulevard; and
- San Vicente Boulevard and Barrington Avenue.

There are no feasible traffic impact mitigation improvements that could reduce the project’s impacts at these intersections to less than significant. As such, the project would result in a significant and unavoidable impact at the four intersections identified above.

Cumulative Historic Resources

Implementation of the optional project design feature would require the removal of up to six coral trees, which are part of Los Angeles Historic-Cultural Monument #148. The trees removed would be replaced with others of the same species. The implementation of the optional project design feature was found to result in a less than significant project-specific impact, as trees have been replaced in the past without affecting the eligibility of the Monument. However, while the project would have a less than significant impact on the Monument, the cumulative impact is conservatively considered to be significant if the optional design feature concerning the median is implemented, as there is the possibility that future projects in this area could also propose the removal and replacement of coral trees, which could eventually result in the interruption of the median and tree continuity on this portion of San Vicente Boulevard.

Cumulative Noise (Construction)

If construction for the proposed project and Related Project No. 17 (located at 11920 San Vicente Boulevard) occur simultaneously, there would be a significant and unavoidable construction noise impact, of which the proposed project's contribution would be cumulatively considerable. If construction of these two projects does not occur simultaneously, the cumulative construction noise impact would be less than significant.

Statement of Overriding Considerations

Due to these findings the City would be required to adopt a statement of overriding considerations if it was to approve the project. The statement of overriding considerations would not be a substitute for the findings of fact described above.

These certifications, the findings of fact, and the statement of overriding considerations are included in a separate findings document prepared by the City. The Draft EIR (incorporated by reference), Final EIR, findings of fact, and statement of overriding considerations are submitted to the Lead Agency for consideration of the project.

II. RESPONSES TO COMMENTS

A. OVERVIEW

The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the CEQA Guidelines states the following regarding standards from which adequacy is judged:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The purpose of each response to a comment on the Draft EIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft EIR. Section 15088 (b) of the CEQA Guidelines describes the evaluation that CEQA requires in the response to comments. It states that:

The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

Section 15204(a) (Focus of Review) of the CEQA Guidelines helps the public and public agencies to focus their review of environmental documents and their comments to lead agencies. Case law has held that the lead agency is not obligated to undertake every suggestion given them, provided that the agency responds to significant environmental issues and makes a good faith effort at disclosure. Section 15204.5(a) of the CEQA Guidelines clarifies this for reviewers and states:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as

the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

The guideline encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Given that an effect is not considered significant in the absence of substantial evidence, subsection (c) advises reviewers that comments should be accompanied by factual support. Section 15204(c) states:

Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

B. LIST OF THOSE WHO COMMENTED ON THE DRAFT EIR

The City of Los Angeles Department of City Planning received a total of 85 comment letters on the Draft EIR. Each comment letter has been assigned a corresponding number, and distinct comments within each comment letter are also numbered. For example, comment letter “1” is from the Wastewater Engineering Services Division. The comments in this letter are numbered “1-1”, “1-2”, “1-3”, etc.

Written comments made during the public review of the Draft EIR intermixed points and opinions relevant to project approval/disapproval with points and opinions relevant to the environmental review. The responses acknowledge comments addressing points and opinions relevant to consideration for project approval, and discuss as necessary the points relevant to the environmental review. The response “comment noted” is often used in cases where the comment does not raise a substantive issue relevant to the review of the environmental analysis. Such points are usually statements of opinion or preference regarding a project’s design or its presence as opposed to points within the purview of an EIR: environmental impact and mitigation. These points are relevant for consideration in the subsequent project approval process. In addition, the response “comment acknowledged” is generally used in cases where the commenter is correct.

During and after the public review period, the following organizations/persons provided written comments on the Draft EIR to the City of Los Angeles Department of City Planning:

Commenters

1. Wastewater Engineering Services Division, Bureau of Sanitation
2. Land Development Division, County of Los Angeles Department of Public Works
3. Cultural Heritage Commission, City of Los Angeles
4. Brentwood Homeowners Association
5. South Brentwood Residents Association
6. Brentwood Community Council
7. Los Angeles Conservancy
8. Bill Rosendahl, Councilmember, 11th District
9. Patty Gioffre
10. Robert & Kenneth Nieberg
11. Sharon Cather
12. Sheri A. Saperstein
13. Mary Brooks
14. Jeremy Berg
15. Diane K. Good
16. Lori Anglin
17. Ainslee De Wolf
18. Steven E. Murphy
19. Jean Svoboda
20. Robin Shine
21. Kelly Ireland
22. John Ballon
23. Debora Dale
24. Don and Donna Faxon
25. Carol Cetrone
26. Torr Leondard
27. HM
28. Martha Gravoves
29. Rachel Potucek
30. Shirley Akawie
31. Shannon Ryan
32. Shannon Ryan
33. Judith Randall
34. Rose Cote
35. Lucy McBain
36. Regina O'Brien
37. Barbara Kostos
38. Thomas R. Ryan
39. Jaimie Korody
40. Mary O'Reilly

41. Richard Noel
42. Donald J. Alschuler
43. Robert and Kenneth Nieberg
44. Erin Hartigan
45. Lois Becker
46. Matthew Tager
47. David and Estelle Felber
48. Carli Greenebaum
49. Cheryl Drasin
50. Evelyn Stern
51. William H. Johnston
52. Ty Miller
53. Nakaquan (email)
54. Steven Keylon
55. Charles J. Fisher
56. Mary Margaret Stratton
57. Richard H. Platkin
58. John W. Paulsen
59. Diane Caughey
60. Julie Andrews
61. Robert B. Blue
62. Eddward J. Casey
63. John P. Given
64. Sarah Locke Gilbert
65. Joe Molloy
66. Sheri A. Saperstein
67. Kat Bouza
68. Chris Nichols
69. Jennifer Cairns
70. Jack and Sandra Fine
71. R. Michael Rich
72. Diane Caughey
73. Diane Caughey
74. Diane Caughey
75. Diane Caughey
76. Deborah Bremmer
77. Stacia Thompson
78. Melissa Aquino
79. Wes Joe
80. Gil Kofman
81. Gary Long
82. Sara Stiffler

- 83. Arlene Vidor
- 84. Daniel Wolff
- 85. BAIAMI (email)

LETTER NO. 1

Ali Poosti, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation

Comment No. 1-1

This is in response to your February 17, 2011 letter requesting a review of your proposed project. The Bureau of Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

Response to Comment No. 1-1

The comment acknowledges the request to the Bureau of Sanitation to conduct a preliminary evaluation of the wastewater and stormwater systems for the proposed project. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the proposed project. As such, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 1-2**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)
Existing			
Office	150 GPD/1000 SQ Ft	13,956 SQ.FT	(2,093)
Retail	80 GPD/1000 SQ FT	8,800 SQ.FT	(704)
Plant Nursery	80 GPD/1000 SQ FT	3,500 SQ.FT	(280)
Art Gallery	20 GPD/1000 SQ FT	3,000 SQ FT	(60)
Office	150 GPD/1000 SQ FT	5,600 SQ. FT	(840)
Single Family Home	330 GPD/DU	2 DU	(660)
Parking	20 GPD/1000 SQ FT	42,500 SQ.FT	(850)
Proposed			
Retail	80 GPD/1000 SQ FT	51,500 SQ.FT	4,120
Restaurant	300 GPD/1000 SQ FT	6,800 SQ.FT	2,040

Storage	20 GPD/1000 SQ FT	7,000 SQ.FT	140
Office	150 GPD/1000 SQ FT	8,000 SQ.FT	1,200
Outdoor Dining	300 GPD/1000 SQ FT	3,7000 SQ.FT	1,110
Single Family Home	330 GPD/DU	1 DU	330
Total			3,453

Response to Comment No. 1-2

The comment states that the Bureau of Sanitation reviewed the potential wastewater impacts associated with the proposed project and that the department is responsible for evaluating sewer conditions to determine future capacity and planning needs. The table provided in the comment that outlines projected wastewater discharges has already been included as Table IV.M-2 of the Draft EIR.

Comment No. 1-3

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes existing 8-inch pipes on Saltair Ave and on San Vicente Blvd. The sewage from the 8-inch pipe on Saltair Ave flows into an 18-inch pipe on Bundy Dr before discharging into a 30-inch pipe on Granville Ave. The sewage from the existing 8-inch pipe on San Vicente Blvd feeds into a 15-inch pipe on Montana Ave and continues into an 18-inch pipe on Bundy Dr. and a 24-inch pipe on Bundy Dr Alley before connecting and discharging into a 30-inch pipe on Granville Ave. 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 pipes cannot be determined at this time as gauging is needed to confirm this.

Based on our existing gauging information, 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	Saltair Ave	*	777,671 GPD
8	San Vicente Blvd	*	229,323 GPD
18	Bundy Dr	53	2.72 MGD
30	Granville Ave	56	9.61 MGD
15	Montana Ave	22	1.64 MGD
18	Bundy Dr	41	2.60 MGD
24	Bundy Dr	41	2.60 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 approved 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.

Response to Comment No. 1-3

The comment describes the sewer infrastructure availability and capacities as well as the availability of the Hyperion Treatment Plant to serve the proposed project. This information has already been included in Section IV.M.1 (Wastewater) of the Draft EIR and the table provided in the comment has been included as Draft EIR Table IV.M-1 (see Draft EIR page IV.M-2).

Comment No. 1-4

STORMWATER REQUIREMENTS

The Bureau of Sanitation, Watershed Protection Division is charged with enforcement of the provisions of the National Pollutant Discharge Elimination System (NPDES) permit.

SUSMP AND STORM WATER INFILTRATION

The proposed project is subjected to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. The proposed project is required to incorporate measures to mitigate the impact of stormwater runoff as outlined in the guidance manuals titled “*Development Best Management Practices Handbook – Part B: Planning Activities.*” In addition the “*SUSMP Infiltration Requirements and Guidelines*” prioritizes the use of infiltration and bio-filtration systems as the preferred methods to comply with SUSMP requirements. These documents can be found at: www.lastormwater.org/Siteorg/businesses/susmp/susmpintro.htm. It is advised that input regarding SUSMP requirements be received in the early phases of the project from SUSMP review staff.

Response to Comment No. 1-4

The comment states the Bureau of Sanitation, Watershed Protection Division is responsible for the enforcement of the National Pollutant Discharge Elimination System (NPDES) permit. The proposed project would also be subject to Standard Urban Stormwater Mitigation Plan (SUSMP) regulations. As described on pages IV.A-5 and IV.A-6 of the Draft EIR, the proposed project would comply with these stormwater requirements. However, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 1-5

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. If the proposed project includes public right-of-way improvements and presents an opportunity to include Green Street elements as part of the project. 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. For more information regarding implementation of Green Street elements, please call Wing Tam at (213) 485-3985.

Response to Comment No. 1-5

The comment described the proposed Green Streets initiative. However, details of stormwater management and filtration attributable to that initiative are not publicly available. See Draft EIR pages IV.A-5 through IV.A-8 regarding stormwater management and measures that would be implemented to improve the water quality of stormwater runoff. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 1-6

WET WEATHER EROSION CONTROL

A Wet Weather Erosion Control Plan is required for construction during the rainy season (between October 1 and April 15 per Los Angeles Building Code, Sec. 7002). For more information, please see attached Wet Weather Erosion Control Guidelines.

Response to Comment No. 1-6

The project would comply with the requirements of the SUSMP, NPDES Permits (which include a Wet Weather Erosion Control Plan), the SWRCB General Construction Activity Storm Water Permit Process, City of Los Angeles Ordinance Nos. 172,176 and 173,494, and Chapter IX, Division 70 of the Los Angeles Municipal Code. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 1-7

STORM WATER POLLUTION PREVENTION PLAN

A Storm Water Pollution Prevention Plan (SWPPP) is required for land disturbance activities over one acre. The SWPPP must be maintained on-site during the duration of the construction.

WPD staff is available at your request to provide guidance on stormwater issues. Should you have any questions, please contact Kosta Kaporis of my staff at (213) 485-0586.

Response to Comment No. 1-7

The comment states that a Storm Water Pollution Prevention Plan (SWPPP) is required for land disturbances over one acre. Development of the proposed project would include an appropriate SWPPP.

Comment No. 1-8

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 Special Projects Division.

Special Projects staff is available at your request to provide guidance on solid resource issues. Should you have any questions, please contact Daniel Hackney at (213)-485-3684.

Response to Comment No. 1-8

The comment states that projects shall designate a recycling area or room for onsite recycling activities. The project developer would provide clearly marked, durable, source-sorted recycling bins throughout the project to facilitate recycling (see pages II-9 and IV.M-7 of the Draft EIR).

LETTER NO. 2

Anthony E. Lyinih, Assistant Deputy Director
Land Development Division
County of Los Angeles Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331

Comment No. 2-1

Thank you for the opportunity to review the Draft Environmental Impact Report for the Green Hollow Square project. The project will include 3 two-story commercial buildings and would consist of several tenant spaces for retail, restaurant, office, and other local services. The project site is located at 11961, 11965, 11967, 11969, 11973, 11977, 11981, and 11991 San Vicente Boulevard and 642 and 644 Saltair Avenue.

The following comments are for your consideration and relate to the environmental document only.

Response to Comment No. 2-1

The comment states general introductory information that the Department of Public Works was given the opportunity to review the Draft EIR for the proposed project. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 2-2**Services—Traffic/Access**

The County's methodology shall be used in the level of service analyses when evaluating the County intersections listed below. A copy of our Traffic Impact Analysis Report Guidelines may be obtained on the County of Los Angeles Department of Public Works' website at <http://dpw.lacounty.gov/Traffic>. Based on the County's methodology, we expect the intersections may be significantly impacted by the project. If no feasible physical improvements are currently available to mitigate the potential impacts, please ensure all unmitigated impacts at the following intersections are properly described in the project's Draft Environmental Impact Report:

1. Wilshire Boulevard at Federal Avenue/San Vicente Boulevard.
2. Wilshire Boulevard at Sepulveda Boulevard.
3. Wilshire Boulevard at Veteran Avenue.

If you have any questions regarding the traffic/access comments, please contact Mr. Thanh Le at (626) 300-4730 or tle@dpw.lacounty.gov.

Response to Comment No. 2-2

Two of the intersections referenced by the commenter, Wilshire Boulevard and Sepulveda Boulevard, and Wilshire Boulevard and Veteran Avenue, are outside the project study area. Further, as the traffic analyses contained in the Draft EIR clearly indicate (Table IV.L-11), the proposed project will not result in significant impacts at the study area “boundary” intersection (the outermost intersection analyzed) nearest the two cited locations, Wilshire Boulevard and San Vicente Boulevard/Federal Avenue (in fact, at any of the boundary intersections). Therefore, the project would not be expected to result in significant impacts beyond the analyzed sphere of influence, and therefore, inclusion of these two additional intersections is not warranted. Additionally, while the third location referenced, Wilshire Boulevard and San Vicente Boulevard/Federal Avenue is described by the commenter as a “County” intersection, this intersection is under shared jurisdiction with the City of Los Angeles. LADOT maintains the intersection and operates the traffic signals at this location. As such, the City of Los Angeles is the lead jurisdiction for this intersection, and the use of the LADOT analysis methodology for this location is appropriate. However, to provide the decision-makers with all information relative to the potential project impacts, a supplemental analysis using the Los Angeles County Department of Public Works methodology was performed and is included in this response.

The County’s traffic impact analysis methodology is similar to that used by LADOT, including the threshold increases considered as “significant”, although the County includes additional project-specific impact scenarios not required by LADOT; a “future year with ambient traffic growth only (no cumulative development traffic)”, and the “future year (ambient growth only) plus project traffic” scenario. Therefore, these additional scenarios were evaluated using the same database and assumptions noted in the Draft EIR for the other (LADOT) analysis scenarios already prepared for the intersection of Wilshire Boulevard and San Vicente Boulevard/Federal Avenue. The results of the Los Angeles County additional analysis, indicated in Table R2.2 below, supplement the analyses already included in the Draft EIR (Table IV.L-11), which are incorporated into this response by reference:

Table R 2.2							
CMA Summary - Wilshire Boulevard and San Vicente Boulevard/Federal Avenue							
Using Los Angeles County Evaluation Methodology							
Int. No.	Intersection	Peak Hour	With Ambient Growth Only		With Ambient Growth Plus Project		
			CMA	LOS	CMA	LOS	Impact
12	Wilshire Blvd. and San Vicente Blvd./Federal Ave.	AM	0.962	E	0.963	E	0.001
		PM	0.915	E	0.918	E	0.003

As shown in Table R2.2, as with the LADOT-based analyses already included in the Draft EIR, the project would result in only nominal incremental impacts to the subject intersection under the County evaluation methodology, with the project-related increases well below the “significance” threshold of

+0.010 for intersections operating at LOS E. Therefore, the project would not significantly impact the subject intersection under the additional County evaluation scenarios, and no additional analyses or mitigation is warranted. Supporting CMA worksheets are included as Appendix B to this Final EIR.

Comment No. 2-3

Hazards-Geotechnical/Geology/Soils

A copy of the soils report referenced in the Draft Environmental Impact Report should be included in the Final Environmental Impact Report.

If you have any questions regarding the geotechnical/geology/soils comment, please contact Mr. Jeremy Wan at (626) 458-4925 or jwan@dpw.lacounty.gov.

If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4921 or tduong@dpw.lacounty.gov

Response to Comment No. 2-3

The comment requests that the soils report that is referenced in the Draft EIR be included in the Final EIR. The soils report (*Geotechnical Investigation, Proposed Commercial Development, 11991, 11977, 11973, and 11961 West San Vicente Boulevard and 644 and 642 South Saltair Avenue Brentwood District, Los Angeles, California*, dated October 27, 2009, prepared by Geocon West, Inc.) has already been included as Appendix G of the Draft EIR.

LETTER NO. 3

Richard Barron, President
Cultural Heritage Commission
City of Los Angeles

Comment No. 3-1

On behalf of the Cultural Heritage Commission, thank you for the opportunity to formally comment on the Draft Environmental Impact Report (DEIR) for the Green Hollow Square Project. As you know, the Barry Building located at 11973 W. San Vicente Boulevard is designated as Historic-Cultural Monument (HCM) #887 under the City of Los Angeles' Cultural Heritage Ordinance and would be demolished under the proposed project.

The Cultural Heritage Commission's primary responsibility in its capacity as a Mayor-appointed decision-making body is to oversee the preservation and safeguarding of the City of Los Angeles' nearly 1000 Historic-Cultural Monuments. Since its establishment in 1962, demolition of an HCM is contrary to the goals and principals of the Cultural Heritage Commission and the Cultural Heritage Ordinance. This Commission exists for the promotion and protection of Historic-Cultural Monuments and takes very serious the prospect of an HCM being eliminated forever.

Another impacted Historic-Cultural Monument by the Green Hollow Square Project is the Coral Trees on San Vicente Boulevard (HCM# 148). The Cultural Heritage commission is concerned about alterations to this historic resource and the cumulative impacts to the landscaped median.

After thoughtfully reviewing the DEIR and listening to testimony at a public hearing held on April 7th, 2011, the Cultural Heritage Commission provides the following comments:

Response to Comment No. 3-1

The comment provides information about the role of the Cultural Heritage Commission, and acknowledges that the Cultural Heritage Commission was given the opportunity to comment on the Draft EIR. The comment also restates that the Barry Building is Los Angeles Historic-Cultural Monument #887 and that the Coral Trees on San Vicente Boulevard are Historic-Cultural Monument #148. As such, these general comments are noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 3-2

1) The Cultural Heritage Commission supports a preservation alternative that retains and integrates the Barry Building into the proposed project and preserves the Historic-Cultural Monument.

The Cultural Heritage Commission believes that the Barry Building can be integrated into a new development while also meeting and exceeding the project goals of the proposed project. Other projects

throughout the City of Los Angeles have been successful in incorporating Historic-Cultural Monuments through the guidance and support of the Cultural Heritage Commission and its Office of Historic Resources. We do not believe that our Historic-Cultural Monuments should be frozen in time but strongly support sensitive reuse of historic resources for new projects.

Response to Comment No. 3-2

The comment provides the commenter's opinion that the Barry Building can be integrated into a new development. Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 3-3

2) The Cultural Heritage Commission finds that Alternative 4 ("Preservation Alternative") in the DEIR is inadequate.

Alternative 4 as currently presented in the DEIR is inadequate and a disingenuous attempt to provide a preservation alternative for the proposed project. This alternative does not appear to take seriously into consideration the existing historic resource and lacks detailed analysis compared to other alternatives in the DIR. Retention of the Barry Building must be a primary responsibility of the proposed project's applicant and must not be treated as a secondary issue or an afterthought. Renderings attempting to incorporate the Barry Building in the DEIR appear cartoonish and unprofessional and give the impression of entombing the historic building. This preservation alternative must provide renderings and analysis of the proposed development that both compliment and integrate the Barry Building.

Response to Comment No. 3-3

The comment provides the commenter's opinion that the analysis of Alternative 4 (preservation alternative) is inadequate, and that new renderings should be provided. See Response to Comment 8-1, below, for a new rendering and additional discussion of Alternative 4. Further, it should be noted that Alternative 4 is the only alternative that provides a separate architect's report. In addition, a detailed traffic analysis has been prepared for Alternative 4 (see Section III, Additions and Corrections, of this Final EIR under "Transportation, Traffic, and Parking"). Also, this Final EIR contains a supplemental letter report from an historic consultant that assesses the effect on the historic significance of the Barry Building if certain modifications are made to it to enhance the marketability of the tenant space in the Barry Building. (See Final EIR Appendix C and Response to Comment 3-4, below).

Comment No. 3-4

While the DEIR states that Alternative 4 may not meet Objective 1 and that "retention of the Barry Building may affect the architectural integration of the overall project," the Cultural Heritage Commission's response is to simply have the proposed development's design better respond to the Barry

Building's mid-twentieth century design. These design modifications can be minimal and do not have to fundamentally alter the site planning and square-footage of the proposed project.

Response to Comment No. 3-4

The comment states that design modifications to Alternative 4 could be minimal and would help Alternative 4 meet project objective 1 (architectural integration of the overall project). A supplemental report was prepared by Galvin Preservation Associates (and is included as Appendix C to this Final EIR) to evaluate these comments. Based on other comments received on the Draft EIR, the phrase "architectural integration" should be clarified to distinguish between architectural matters involving aesthetics and architectural matters involving functionality. Accordingly, project objective 1 shall be revised to use the phrase "architectural and functional integration" instead of just "architectural integration" and the Responses to Comments shall distinguish between design matters of aesthetics and design matters of functionality. (See also Section III, Additions and Corrections, of this Final EIR for this clarification).

The design modifications necessary to achieve optimal functional integration under Alternative 4 are complicated by a number of physical aspects of the Barry Building. For example, the Barry Building is located in the center of the project site, which means that any new development would need to wrap around the Barry Building. This limits pedestrian access via walkways unless pedestrian openings can be constructed through the existing ground floor level of the Barry Building. Refer to Response to Comment 7-11 for a discussion of the potential for such new pedestrian openings. Further the difference in the height of the floor plates of the second story in the Barry Building and floor plates of the second story in the surrounding new buildings means that ramps, stairs and/or physical structures would have to be built to allow customers and other users to walk between the second stories of those buildings. Otherwise, a person in the Barry Building would have to exit the building onto the ground level and enter the new buildings using pedestrian walkways.

According to the applicant, the existing floor-to-ceiling heights of the Barry Building, which are as low as 8'6" clear height and as high as 11' with an average between 9' and 10', are inconsistent with the requirements of high quality retail and office tenants. (The applicant has submitted a market study in its comment letter to the Draft EIR in support of its contention that the proposed project's floor-to-ceiling height of approximately 18 feet is consistent with the requirements of the market. Refer to Appendix A of this Final EIR, Comment Letter 62.) As described in the supplemental report prepared by Galvin Preservation Associates (included as Appendix C to this Final EIR), changing the floor-to-ceiling heights of the first floor of the Barry Building, even if structurally feasible, would not comply with the Secretary of the Interior's Standards for Rehabilitation and would negatively affect the integrity of the building, and would constitute a loss of historic fabric. While the floor-to-ceiling heights of the second story cannot be increased by raising the roof of the Barry Building itself (as it would not preserve the historic fabric of the building), skylights can be added at locations on the existing roof that could complement the tenant operations in the second story. For example, pitched skylights would add approximately four feet to the height of the second story ceiling at the pitch of the skylight, and adding such skylights would be consistent with the Secretary of the Interior's Standards. However, while such skylights may enhance the

aesthetics of the tenant space at the second story of the Barry Building, such skylights would not increase the operational space available to the tenants in that space.

Comment No. 3-5

Even with these concerns, Alternative 4 still proves to be the environmentally superior alternative as explicitly stated in the DEIR. Having the same number of parking spaces as the proposed project with only a 5% reduction in square footage, a preservation alternative should also be able to meet the economic goals under Objective 4. With only minor design changes, Alternative 4 can also easily meet all project objectives without being rendered infeasible.

Response to Comment No. 3-5

The comment provides the commenter's opinion that with minor changes to design, Alternative 4 can meet all of the project objectives. As described on Draft EIR page VI-65, Alternative 4 may not fully achieve project objectives 1, 3, and 4. Project objective 1 concerns architectural and functional integration, which is discussed further at Response to Comment 3-4. Objective 1 also concerns energy efficiency, which is discussed further at Response to Comment 7-10. Objective 1 also speaks to the creation of a well-defined pedestrian network among the buildings. That network would be compromised under Alternative 4 since there is only one ground level opening at the north end of the Barry Building (of approximately five feet in width) and no such openings on the east and west sides of the Barry Building. The issues associated with creating an additional ground level entrance at those locations is discussed at Responses to Comment 7-11 and 8-1.

In addition, the Draft EIR states that Alternative 4 *may* affect the ability for the project to be economically competitive and achieve the economic goals described in project objectives 2 and 4. As discussed in the responses to comment letter 62, the applicant submitted a report from a consultant, Concord Group, that concluded that a project incorporating the Barry Building would be inferior to the proposed project in the areas of marketing visibility, quality of space, street presence, shopping experience, and would produce less rent than the proposed project. (The "Concord Report" is included as an attachment to Comment Letter 62 of this Final EIR.) The opinions contained in the Concord Report are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Finally, the commenter raises the issue of the parking provided under Alternative 4. The Draft EIR assumed that the amount of parking would be the same as provided under the proposed project. However, the Gruen report (Appendix M to the Draft EIR) noted that the proposed underground parking structure would have to take into account the existing footprint of the Barry Building, which may necessitate the construction of a second level of proposed underground parking at the rear of the development.

Comment No. 3-6

3) The proposed demolition of the Barry Building sets a dangerous precedent for other designated Historic-Cultural Monuments in the City of Los Angeles.

The loss of a Historic-Cultural Monument is always a great tragedy for the City of Los Angeles. A concerted effort to purposefully demolish a Historic-Cultural Monument for a replacement project is unacceptable. Pursuing the demolition of the Barry Building imperils the nearly 1000 Historic-Cultural Monuments in the City of Los Angeles and sets a dangerous precedent.

Response to Comment No. 3-6

The comment states the commenter's opinion that the loss of a Historic-Cultural Monument would be a tragedy for the City. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 3-7

4) The Barry Building is a rare example of a commercial mid-20th century modern Historic-Cultural Monument.

When designated as a Historic-Cultural Monument, the Barry Building met Cultural Heritage Ordinance criteria for "embodying the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period style or method of construction" as an example of International Style commercial architecture. Apart from the potential loss of the designated historic resource, the Barry Building is one of the few very rare examples of commercial mid-twentieth century modern design in the register of Historic-Cultural Monuments. In fact, a preliminary review suggests that the Barry Building is only one of three modernist commercial buildings out of nearly 1000 designated Historic-Cultural Monuments: the only other two are the Neutra Office Building (HCM #676; constructed 1951) and the Jones and Emmons Building (HCM#696; constructed 1954).

With departure of Dutton's Brentwood Bookstore and the introduction of new tenants to the storefront spaces, greater transparency and views have been restored to the Barry Building that bring it closer to its c. 1951 appearance. Along with the continued maintenance by the property owner, current photographs of the Barry Building reveal it to be in excellent condition.

Response to Comment No. 3-7

The comment discusses the status of the Barry Building as a historic monument. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887. However, as described in the Gruen Report (included as Appendix M to the Draft EIR), the Barry Building in its current condition may require modifications to better comply with current building and safety codes, although it is not required that the Barry Building in its current state meet all current code requirements. (See also Response to Comment 8-1 regarding the applicability of the State Historical Building Code to the Barry Building.). For example, the recommendations included in the Gruen Report include, but are not limited to: all new mechanical, plumbing, and electrical work for tenant spaces to conform to current code standards; and modification of guard rails along Level 2 in order to enhance safety. Nevertheless, the

comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 3-8

5) The Coral Trees on the San Vicente Boulevard median (HCM #148) must not be altered or modified.

The Coral Trees on the median strip of San Vicente Boulevard between 26th Street and Bringham Avenue were designated as Historic-Cultural Monument #148 in 1976. The coral trees are part of the elegance of the San Vicente Blvd commercial corridor and are a major character-defining feature of the area. Removing and altering the coral trees and the median under the DEIR's different proposals is unacceptable. The cumulative impact of past and potential future alterations to this landscaped median in other sections is also a concern for the Cultural Heritage Commission.

Response to Comment No. 3-8

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including the removal of coral trees). It should be noted that the alteration of the San Vicente Boulevard median is an optional project design feature, and would not necessarily be included as part of the proposed project. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. It should be noted that the alteration of the median was proposed only as an optional feature of the proposed project.

Comment No. 3-9

The Cultural Heritage Commission urges the City Planning Department to address the comments and concerns raised in this letter. We urge the development of a viable preservation alternative that ensures the protection of the Barry Building as a Historic-Cultural Monument. The future of other Historic-Cultural Monuments in the City of Los Angeles will be directly impacted by the results of the Environmental Impact Report for this project. Please continue to integrate the Cultural Heritage Commission on any future proposed projects that impact Historic-Cultural Monuments.

Response to Comment No. 3-9

The comment provides the commenter's opinion in support of a preservation alternative. Therefore, the opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 4

Brentwood Homeowners Association
Strumwasser & Woocher
10940 Wilshire Boulevard, Suite 2000
Los Angeles, CA 90024

Comment No. 4-1

Attached please find (1) Comment Letter of Brentwood Homeowners Association re Green Hollow Square DEIR (ENV-2009-1065-EIR), and (2) “Review of Draft EIR for Traffic and Circulation Issues” prepared by Traffic Engineer Allyn D. Rifkin, P.E., regarding the same project.

Response to Comment No. 4-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-2

We write on behalf of the Brentwood Homeowners Association (BHA). The BHA’s members reside in a territory west of I-405 and north of San Vicente Boulevard, encompassing approximately 3,500 single-family homes. The proposed “Green Hollow Square” project (hereinafter, the project) is within the territory of the BHA, and its members are directly impacted by the proposal to construct nearly 75,000 square feet of retail and restaurant uses, along with associated parking facilities, on parcels currently housing approximately 35,000 feet of retail and office uses. The significant intensification of use proposed for the parcels included in this proposal will have numerous impacts on the surrounding community.

Response to Comment No. 4-2

The comment states that the proposed project is within the territory of the Brentwood Homeowners Association (BHA) and that the proposed project would impact the surrounding community. However, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-3

The BHA has reviewed the Draft Environmental Impact Report (DEIR) issued by the City of Los Angeles (City) in February, and has concluded that in many respects the DEIR is inadequate and fails to live up to the mandates of the California Environmental Quality Act (CEQA). Notably, the DEIR fails to accurately

analyze the environmental impacts of this large commercial development, including to traffic and circulation, from construction and its associated traffic, from conflicts with the Brentwood/Pacific Palisades Community Plan and the San Vicente Corridor Specific Plan, and from the adverse impacts of the sale and service of alcoholic beverages. Moreover, the DEIR's alternatives analysis is insufficient, particularly with respect to its assessment of alternatives that would preserve the Barry Building, Los Angeles City Historic-Cultural Monument No. LA-887. Given the irreversible impact of demolition, the lack of analysis demonstrated in the discussion of the preservation alternative is especially troubling. Finally, the DEIR has numerous additional substantive weaknesses, including an unclear and shifting project description so confusing that community members, after reviewing the DEIR several times, are still unclear as to what is actually included in the applicant's proposal. The BHA urges the City of Los Angeles (City) to make significant revisions when preparing the Final Environmental Impact Report (FEIR) so that it conforms to the requirements of CEQA.

Response to Comment No. 4-3

The comment states that the BHA has concluded that the Draft EIR is inadequate and fails to live up to the mandates of CEQA. The comment states that traffic and circulation, from construction and its associated traffic, and conflicts with the Brentwood-Pacific Palisades Community Plan and the San Vicente Scenic Corridor Specific Plan were not accurately analyzed. However, traffic and circulation were analyzed in a Traffic Impact Analysis Report that is included as Draft EIR Appendix K and summarized in Section IV.L of the Draft EIR. Further, conflicts with the Community Plan and Specific Plan were analyzed in Draft EIR Section IV.H. The comment does not list a specific concern with respect to sale and service of alcoholic beverages. A conditional use permit is one of the discretionary actions sought to allow for the sale of alcoholic beverages. The comment states that the alternative analysis is insufficient, particularly with respect to the preservation of the Barry Building. The alternatives, including a historic preservation alternative, were analyzed in Section VI of the Draft EIR. The comment states that the project description is unclear and confusing, but does not list specific concerns. Section II describes the project description, including size and land uses, green building features, parking and access, construction schedule, project objectives, and requested discretionary actions. Further, each of these general claims is responded to specifically below.

Comment No. 4-4

1. THE DEIR DOES NOT ADEQUATELY ANALYZE THE ENVIRONMENTAL IMPACTS OF THE PROJECT.

It needs almost no mention that an accurate analysis of the environmental impacts of a proposed project is a *sine qua non* of an adequate environmental impact report (EIR). The DEIR fails in this basic requirement, offering analysis that overlooks serious potential impacts from the project, and ignoring the comments raised in the BHA's scoping letter. Such shoddy analysis defeats the objectives of CEQA. A fundamental purpose of CEQA is for decision makers and the public to be made aware of the significant environmental impacts of a proposed project before any action is taken on that project. (*Laurel Heights Improvement Association of San Francisco, Inc. v. Regents of the University of California* (*laurel Heights*

I)(1988)47 Cal.3d 376,390-391; Pub. Resources Code 21100.) “The purpose of requiring public review is to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological impacts of it’s action....Public review permits accountability and informed self –government.” (*Schoen v. Department of Forestry and Fire Protection* (199) 58 Cal.App.4th 556,573.) “Because the EIR must be certified or rejected by public officials, it is a document of accountability. If CEQA is scrupulously followed, the public will know the basis on which its responsible officials either approve or reject environmentally significant action, and the public, being duly informed, can respond accordingly to action with which it disagrees.” (*Laurel Heights I*, 47 Cal.3d at p.392.) The DEIR must be revised to accurately address the impacts that the proposed project is likely to have on the environment, or else the EIR will fail to provide the public or decision makers with the information necessary to reach an informed decision on the implications of approving this large project.

Response to Comment No. 4-4

The commenter provides quotations from different court cases that addressed the requirements of CEQA. That portion of this comment is acknowledged. The commenter also opines on the legal adequacy of the EIR as an informational document. The commenter’s opinion is acknowledged. Taken together as a Final EIR, the Draft EIR, the corrections and additions thereto, and the Responses to Comments satisfy CEQA’s requirements.

Comment No. 4-5

A. THE ANALYSIS FOR TRAFFIC IMPACTS UNDERSTATES THE IMPACTS OF THE PROPOSED PROJECT AND IS INCOMPLETE AND INACCURATE

The project is located near the intersection of San Vicente Boulevard and Saltair Avenue, in an area of high traffic and complex intersectional geometry. The DEIR fails to adequately assess the impacts from the traffic that will be generated by this large, new development.

Response to Comment No. 4-5

The comment does not state a specific concern or question regarding the adequacy of analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-6

1. The Traffic Impact Analysis Uses an Inappropriate Baseline

To begin, the traffic impact analysis starts off on the wrong foot, utilizing a legally-inappropriate baseline against which to measure the impacts of the project. The CEQA Guidelines require the project’s impacts to be evaluated against the “existing physical conditions at the time the notice of preparation is published.” (Guidelines, § 15125, subd. (e).) As recently affirmed by the Supreme Court, environmental impact analysis must be conducted against a baseline that reflects “what is actually happening;” and not

hypothetical future conditions. (*Communities For A Better Environmental v. South Coast Air Quality Management District*. (2010) 48 Cal.4th 310,326.) Rather than utilize the existing traffic conditions on the site as a baseline to measure the impacts of the project, the traffic analysis utilizes projections to the year 2014, and employs assumptions that are not present at this time, such as the implementation of the Adaptive Traffic Control System in the area in the future. The use of this hypothetical future baseline as a yardstick against which traffic conditions are measured is inappropriate. As one Court of Appeal recently concluded when evaluating a similar traffic analysis in *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 1351, “nothing in the new law authorizes environmental impacts to be evaluated only against predicted conditions more than a decade after EIR certification and project approval.” (*Id.* At p. 1380.) The court admonished the city from relying upon “industry practice” as justification for the use of a future, hypothetical baseline: “Use of such a ‘baseline’ cannot be upheld since that approach contravenes CEQA regardless whether the agency’s choice of methodology for projecting those future conditions is supported by substantial evidence. The ‘industry practice’ of evaluation transportation improvement projects based on future scenarios does not alter CEQA’s mandates.” (*Id.* At p.1380-1381.) The error in the DEIR’s approach affects the analysis of both the impacts to signalized, major intersections as well as the calculation of impacts to local streets, both of which rely upon the hypothetical construct of 2014 traffic data to assess impacts. The City must re-analyze the traffic impacts against present-day levels, not hypothetical, future conditions.

Response to Comment No. 4-6

This comment deals primarily with the evaluation of project impacts versus forecast future (year 2014) “baseline” conditions rather than providing such an evaluation against the “existing” conditions per the recent decision in the “Sunnyvale” case. At the time the project traffic study and Draft EIR were prepared, LADOT had not identified a methodology for evaluating such a scenario. However, new directives recently issues by LADOT address this issue, and in response, a new supplemental analysis was prepared to evaluate the “Existing With Project” scenario, as identified by the commenter, and the impacts are shown in Table R4.6, which is intended as an addendum to Table IV.L-11 in the Draft EIR. See also Response to Comment 4-27 regarding the implementation of the ATCS system with respect to the identification of the project’s baseline.

To summarize the results of this supplemental analysis, the project would not result in any new significantly impacted intersections; in fact, the previously-identified significant impact that would occur under the “Future (2014) With Project” scenario at San Vicente Boulevard and Barrington Avenue (intersection no. 9) would no longer occur. Therefore, instead of 4 significant impacts previously identified in the project Draft EIR in Table IV.L-11, (the impacts at the two San Vicente Boulevard and Bundy Drive intersections [5(a) and 5(b)] are considered as a single impact), the supplemental “Existing Plus Project” scenario produces only 3 significant impacts.

Additionally, an evaluation of the potential impacts to “existing” conditions along Saltair Avenue was also prepared, pursuant to the “Sunnyvale” requirements. As shown in Table IV.L-15 in the Draft EIR, the existing traffic volumes on Saltair Avenue (north of San Vicente Boulevard) are approximately 1,918 vehicles per day (total of both directions). The proposed project could increase this amount by

approximately 158 vehicles per day, to a total of approximately 2,076 vehicles per day. Therefore, the potential project impact to the existing conditions on the analyzed segment of Saltair Avenue would be approximately 8.2% ($158/1,918 = 0.082$). Based on LADOT's current impact thresholds for residential streets, for streets exhibiting "with project" volumes of between 2,000 and 2,999 vehicles per day (Table IV.L-14), the potential project impact to this roadway is less than the 10.0% increase considered "significant."

Table R 4.6							
Critical Movement Analysis Summary							
Existing (2010) Peak Hour Conditions							
Int. No.	Intersection	Peak Hour	Existing (2010)		Existing (2010) With Project		
			CMA	LOS	CMA	LOS	Impact
1	Sunset Boulevard and Kenter Avenue	AM	0.866	D	0.872	D	0.006
		PM	0.960	E	0.966	E	0.006
2	Sunset Boulevard and Bundy Drive	AM	0.896	D	0.899	D	0.003
		PM	0.797	C	0.805	D	0.008
3	Sunset Boulevard and Barrington Avenue	AM	0.888	D	0.890	D	0.002
		PM	0.959	E	0.968	E	0.009
4	San Vicente Boulevard and 26th Street	AM	0.782	C	0.786	C	0.004
		PM	0.743	C	0.756	C	0.013
5(a)	San Vicente Boulevard and Bundy Drive (west)	AM	0.838	D	0.848	D	0.010
		PM	0.923	E	0.966	E	0.043 *
5(b)	San Vicente Boulevard and Bundy Drive (east)	AM	0.717	C	0.747	C	0.030
		PM	0.803	D	0.924	E	0.121 *
6	Montana Avenue and Barrington Avenue	AM	0.594	A	0.594	A	0.000
		PM	0.794	C	0.794	C	0.000
7	Montana Avenue and Bundy Drive	AM	0.686	B	0.697	B	0.011
		PM	0.837	D	0.875	D	0.038 *
8	Montana Avenue and San Vicente Boulevard	AM	0.550	A	0.550	A	0.000
		PM	0.906	E	0.998	E	0.092 *
9	San Vicente Boulevard and Barrington Avenue	AM	0.681	B	0.684	B	0.003
		PM	0.792	C	0.806	D	0.014
10	Wilshire Boulevard and Bundy Drive	AM	0.937	E	0.939	E	0.002
		PM	0.995	E	1.002	F	0.007
11	Wilshire Boulevard and Barrington Avenue	AM	0.685	B	0.687	B	0.002
		PM	0.600	A	0.604	B	0.004
12	Wilshire Boulevard and San Vicente Boulevard/Federal Avenue	AM	0.921	E	0.922	E	0.001
		PM	0.877	D	0.879	D	0.002
Notes:							
** Indicates significant impact per Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures, Revised March 2002 (compatible with current December 2010 criteria).							

Therefore, based on these supplemental evaluations, the project would not create any new or previously-identified impacts to any of the 12 signalized study intersections analyzed in the Draft EIR, nor would any previously unreported significant project-related impacts be expected to occur to Saltair Avenue.¹

Comment No. 4-7

2. The Trip Generation Analysis Is Incorrect

The DEIR's assessment of the trips that will be generated from the project is incorrect and inconsistent across the various components of the analysis. The calculations employ different "pass-by" discounts for the existing and proposed project. While the retail components of the proposed project are considered "general" retail that command a whopping 40 percent "pass-by" credit, the retail at the present site is considered "specialty" and only receives a 10 percent "pass-by" reduction. The DEIR does not explain the basis for the attribution of 100 percent of the new development to the "general" retail category. With such a large new development, is it truly accurate to claim that every single retailer will fall into the "general" category? In fact, the project is likely to have a number of "destination" retailers for which customers *will* be making special trips to the area. Why is only a 10 or 20 percent reduction applied to the existing shops on the site, rather than apply the LADOT's shopping center pass-by credit of 50 percent to all of these retail properties? "Walk-in" credits are also treated differently with only a 5 percent credit to the existing retail and a 10 percent credit to the proposed retail. These inconsistent assumptions work to deflate the traffic generated by the proposed project and inflate the trips assigned to the existing use, all to

¹ *Response to Comment 4-6 Footnote:*

While the ongoing HOV lane-related construction on the nearby San Diego (I-405) Freeway, including major reconstruction of the Sunset Boulevard overcrossing and the Wilshire Boulevard ramps, have likely resulted in some changes in typical travel patterns within the study area, it is important to understand that such changes are temporary, and do not reflect the normal traffic patterns in the project vicinity in the absence of such construction. As identified on Caltrans' website, the I-405 HOV lane project is currently underway, and is expected to be completed (including all freeway and overcrossing/ramp improvements) in the spring of 2013, prior to the anticipated completion of the proposed Green Hollow Square project in 2014.

Therefore, by the time the project is completed and occupied, area traffic patterns will have returned to pre-construction conditions, and will no longer be disrupted or affected by the current construction in the area. As a result, the current traffic patterns are not representative of the anticipated normal traffic flows in the future, and would skew the forecasts of future conditions at the study intersections. Therefore, the existing but temporary construction-effected traffic data is not an appropriate baseline for forecasting future traffic conditions. The use of the year 2008 (pre-I-405 construction) traffic volumes, which represent the normal and historical travel patterns and traffic characteristics within the study area, was properly deemed appropriate by LADOT. Further; the data was within the allowable 2-year period for traffic count data identified in LADOT's Traffic Study Policies and Procedures, and was not considered to be out of date or not representative of current traffic volumes. However, in order to provide a conservative analysis of area traffic, these 2008 data were growth-factored by 1.0 percent per year (compounded annually) in order to account for any traffic growth that may have occurred in the project vicinity in the interim. As described in the traffic study and Draft EIR, the use of the 1.0 percent annual traffic growth factor is, in itself, conservative, as the current Los Angeles County CMP assumes an annual growth factor for the study vicinity of 0.85 percent per year. The analyses contained in the Draft EIR accurately reflect both current and anticipated forecast future traffic volumes in the study area based on recognized analysis and forecasting techniques.

the service of making the proposed project appear to generate fewer trips. The analysis should be considered in the FEIR to appropriately credit each use and present an accurate assessment of the new trips that will be generated by this large development.

Response to Comment No. 4-7

The application of the trip adjustment factors used in the estimation of both project traffic and trips associated with the existing on-site uses is appropriate and consistent with LADOT policies (which are based primarily on LADOT's experience, and supplemented by data contained in the ITE *Trip Generation Handbook* (Second Edition, 2004), San Diego Association of Governments ("SanDAG") data on trip generation and trip-making characteristics, and other sources. For the proposed project, these policies indicate that shopping centers of the size assumed for the project (between 50,000 and 100,000 square feet) exhibit a 40% pass-by trip factor, while "high-turnover sit-down restaurants" exhibit a 20% pass-by factor. For the existing uses, LADOT identifies that "specialty retail" uses exhibit a 10% pass-by factor, the existing nursery was assumed as a "garden center" use, which exhibits a 20% pass-by factor, and the existing café/coffee shop was assumed as a "fast food restaurant", exhibiting a 50% pass-by factor. As a result, the pass-by trip reduction percentages used in the traffic study for all uses (both existing and proposed) are consistent with the LADOT pass-by discounts identified in their traffic study policies and procedures document, and were not applied inconsistently or inappropriately. The distinction between the "general retail" (shopping center) designation for the proposed project's retail component versus the "specialty retail" designation for the existing site uses is discussed in detail later in this response.

Regarding the other trip-reduction factors used in the trip generation estimates for the proposed project, the "internal interaction" discounts assumed for both the proposed and existing uses were applied consistently, namely, a 5% reduction for all uses, with the exception of the existing coffee shop, which was assumed to experience an approximately 15% internal interaction with the other on-site uses, due to its convenience and the type of use. As described in detail in the project traffic study (page 10), "internal interaction" reflects the use of multiple on-site services and amenities by patrons of other uses of the site, reducing the number of vehicle trips traveling to and from the site as compared to that of individual "stand alone" uses, as is generally identified in the ITE data. If this assumption were to be changed to reflect the 5% internal interaction applied to all other uses, the result would be an increase of 9 daily trips, including an increase of 1 trip during the AM peak hour (PM peak hour trip generation would remain unchanged), thereby resulting in a lower net trip generation for the proposed project.

Further, the "walk-in" discounts, which reflect that the project's proposed retail and restaurant components are intended to provide local-serving facilities within convenient walking distance of nearby commercial developments along San Vicente Boulevard, or for residents of the nearby neighborhoods, are also applied consistently, namely, a 5% reduction assumed for all existing and proposed uses, with the exception of the proposed project's restaurant uses, which assumed a slightly higher 10% discount as noted by the commenter. This assumption was considered appropriate due to both the size (approximately 10,500 total square feet) and anticipated variety of food service opportunities within the proposed project, as compared to the small (500 square foot) single café/coffee shop use within the existing site. As a

result, it was anticipated that the project's food service component(s) would draw a larger patronage from the nearby offices and commercial uses along San Vicente Boulevard, and potentially from nearby residential neighborhoods as well, as compared to the walk-in patronage exhibited by the existing café/coffee shop. However, if the existing café/coffee shop were assumed to exhibit the same 10% walk-in patronage as the proposed project's restaurant components, the result would be a reduction of 4 daily trips (with no change in the peak hour trips) for the café/coffee shop component, thereby increasing the net project traffic by the same 4 trips. In total, if both the internal interaction and walk-in patronage assumptions for the existing café/coffee shop were to be made "compatible" with those of the proposed project's restaurant component, the overall change would be an increase of 5 daily trips, including an increase of 1 (outbound) trip during the AM peak hour (no change to the PM peak hour would occur) for this existing use, resulting in a reduction in the net trips associated with the proposed project of the same number of trips. Therefore, the trip-reduction assumptions contained in the traffic study present a "worst case" trip generation estimate for the proposed project.

The commenter also notes the apparent discrepancy in the treatment of the existing on-site retail uses versus the proposed project's retail components. The term "general retail" used to describe the proposed project uses should not be misconstrued as representing any particular type of retail store. Rather, this term is used simply to identify that no specific tenants or retail types have yet been identified for the proposed retail areas, and to distinguish it from the "specialty retail" land use, which is defined in the West Los Angeles Transportation Improvement and Mitigation Specific Plan ("WLA TIMP") as "low trip generators such as jewelry shops, art supply stores, quality apparel stores, etc." (footnote 6, Appendix A, WLA TIMP).

The retail uses for the proposed project are considered to be "general" retail, warranting application of the ITE "Shopping Center" land use trip generation rates, for two primary reasons. First, since specific tenants and/or types of tenants are not currently known, the shopping center land use was selected as appropriate because shopping centers typically include both destination uses as well as secondary, non-destination uses, therefore covering a variety of tenant combinations. Second, the project is designed to be a cohesive development intended to encourage "one-stop shopping", whereby visitors can shop at a number of various on-site stores, and/or stay on-site to dine at one of the proposed restaurants. This type of internal connectivity is most accurately represented by shopping center-type developments.

The use of the "specialty retail" trip generation rate for the existing uses reflects its current observed operations; the site does not act as a single, cohesive retail complex, but rather tends to attract patrons only to one of the on-site uses during any particular trip. Very little "internal interaction" or multi-purpose trips occur between the on-site uses, and therefore, the specialty retail trip rate, which is more applicable to "stand alone" uses than to shopping center developments, was considered to be more appropriate. Additionally, the entire existing site was not evaluated as a "shopping center" since there are a number of uses on the site that exhibit their own specific land uses and trip generation rates, such as the general office, medical office, nursery, and café/coffee shop uses. Accordingly, the trips generated by these uses are evaluated on an individual-use basis (per LADOT policy), which further reinforces the use of the specialty retail trip generation rate for the remaining 15,430 square feet of floor area, which was assumed to be too small to accurately be designated a "shopping center."

It should also be noted that the “shopping center” trip generation rates assigned to the proposed project’s retail component is 8.03 trips per 1,000 square feet of floor area (see Table IV.L-6), as compared to the 5.00 trips per 1,000 square feet of floor area applied to the existing retail uses as “specialty retail” uses. Therefore, the existing retail components were assumed to generate approximately 38% fewer trips per unit of floor area than the proposed project’s retail component. Additionally, if the existing retail were to be treated as “general retail”, the trip generation rate for the PM peak hour, per the WLA TIMP, would be 10.16 trips per 1,000 square feet of floor area, more than twice the assumed rate. Even with the applicable 50% pass-by discount that would be available to a shopping center of this size (less than 50,000 square feet, per LADOT policies), the resulting trip generation rate of 5.08 trips per 1,000 square feet would still be higher than that assumed in the traffic study, resulting in higher “existing” site trips, and thus reducing the net project trips.

Comment No. 4-8

Moreover, other assumptions employed in the trip generation analysis should be reconsidered in the FEIR. The trip distribution assumptions show a significant imbalance between trips in-bound from the east (only 10 percent) and trips from the west (30 percent). The reasons for these assumptions are not provided in the DEIR. These assumptions affect the analysis of site access and the need to mitigate traffic via signal or median cuts, discussed in more detail below. Finally, the analysis uses the “standard” AM and PM peak hours for traffic counts, in spite of the difference in operating hours for the proposed retail and restaurant use. Operating hours for a retail and restaurant center do not commence during the 7 a.m. to 9 a.m. range, which are the AM Peak hours used in the analysis, and the afternoon traffic becomes congested in the area by around 2 p.m., as opposed to the 4 p.m. to 6 p.m. range used as PM Peak hours. The analysis should be expanded to consider area traffic during the peak hours of operation for the proposed use.

Response to Comment No. 4-8

The trip distribution for the proposed project is based on the intent of the development to provide a primarily local-serving development, and the basis for the project’s assumed trip distributions are discussed in the “Trip Distribution” and “Trip Assignment” sections of the Draft EIR, on pages IV.L-26 and IV.L-27. As described in these sections, it is noted that the proposed project is anticipated to draw a large portion of its patronage from the surrounding residential neighborhoods, which are located primarily to the north, west, and south of the project site, as shown in Figure IV.L-3. Further, due to the local-serving nature of the project, trip lengths are expected to be relatively short, with few trips exceeding more than two miles in length, limiting the anticipated project patronage arriving from residential neighborhoods located to the east of the San Diego (I-405) Freeway. Therefore, the trip distributions assumed for the proposed project appropriately reflect the anticipated local-serving nature of the development.

The AM and PM peak hours examined in the traffic study reflect the highest level of traffic and congestion experienced at the study intersections throughout the day, whereas the trip generation estimates for the proposed project identify the anticipated highest levels of overall traffic produced by the

project. A review of the traffic count data sheets contained in the appendix of the project traffic study (Appendix K-1 of the Draft EIR) indicate that the morning peak hour of on-street traffic generally occurs between approximately 7:30 and 9:30 AM, whereas the afternoon/evening peak on-street traffic occurs between approximately 3:00 and 5:00 PM, with traffic volumes in the area generally diminishing outside of these peak periods. The project's peak traffic-generating periods are anticipated to occur generally after 10:00 AM (when most of the project's uses are fully open), and during the early evening hours (between about 6:00 and 8:00 PM). As such, the peak traffic volumes entering and exiting the project site are not anticipated to overlap the peak periods of on-street traffic and congestion. However, for purposes of the traffic study, the analyses contained in the Draft EIR assume that the proposed project's peak trip generation will occur concurrently with the peak levels of traffic occurring at each of the study intersections, assuring a "worst case" assessment of the potential project traffic impacts at each location.

Comment No. 4-9

3. Impacts to Local Streets Are Inadequately Analyzed

The DEIR's analysis of the impacts to local streets is similarly plagued with mistaken assumptions and errors in favor of the proposed project. Notably, the DEIR discounts the likelihood of significant cut-through traffic on Saltair Avenue, an issue raised by BHA in its scoping comments. (See DEIR at p. IV.L-84.) Drivers, seeking to avoid the acknowledged gridlock on San Vicente Boulevard and the congested San Vicente and Bundy Drive intersection, particularly those drivers en route to or from the newly configured I-405 freeway ramps, use Saltair Avenue to drive to Kearsage and then proceed to Sunset Boulevard via Westgate Avenue or Granville Avenue. Under the present day traffic patterns, such cut-through traffic is already evident, and has been observed by numerous neighborhood residents. When the project is fully built out and operational, and traffic has literally ground to a halt on San Vicente, it is indisputable that traffic will continue, and indeed increase, using residential streets in this manner. However, the DEIR ignores this when analyzing the traffic on Saltair Avenue. While the DEIR attributes a small portion of *return* traffic to Saltair Avenue, it does not include an *inbound* traffic to any local streets – an omission that is not explained by the mere fact that the project can only be accessed by westbound San Vicente. The DEIR apparently thinks that *all* traffic from the north of the project will arrive on either Bundy or Montana. Of course, traffic arriving via Bundy will have to make the same type of U-turn that traffic arriving from Saltair would make in order to access the site from westbound San Vicente. The DEIR needs to revisit these assumptions, especially in light of the fact that the amount of traffic increase on Saltair, considering *only* returning trips, is very near the threshold for a significant impact. Attributing a portion of the inbound trips to Saltair, which would reflect the most likely on-the-ground scenario given both the residential and cut-through use of the street, may well tip the analysis to show a significant impact on Saltair from the operation of the proposed project. Moreover, the re-evaluation of the trip distributions to the project, discussed above, to reflect a more even distribution between trips originating in the west and east, may also impact the analysis by shifting further trips to Saltair or onto other local streets.

Response to Comment No. 4-9

The commenter is mistaken, as the project traffic analyses do not assume that no project-related traffic will utilize Saltair Avenue. The analyses assume, as described in detail in the discussion of “Local/Residential Street Traffic Impact Analysis” (page IV.L-83 of the Draft EIR), that as much as 13% of the project’s outbound traffic could use Saltair Avenue to access the local neighborhoods and/or travel to Sunset Boulevard and destinations to the north and east of the project site. It is important to note that the project traffic study does not use this assumption for purposes of analysis of the potential project impacts at the study intersections, instead assuming that all outbound project traffic will travel through the intersection of San Vicente Boulevard and Bundy Drive, resulting in higher traffic volumes and therefore potential project impacts at this location. For purposes of the local/residential street impact analyses, however, this assumption was modified to assume that all project trips destined for the local neighborhood north of the project site, and those with destinations along Bundy Drive, or Barrington Avenue north of Sunset Boulevard, or east of Barrington Avenue along Sunset Boulevard, would utilize Saltair Avenue; thereby providing a “worst case” assessment of potential impacts to both the study intersections and Saltair Avenue.

As noted by the commenter, the project traffic study does assume that no significant use of Saltair Avenue will occur for project-related inbound traffic because this roadway does not provide a likely alternative travel route to the site driveways, which can only be accessed via westbound San Vicente Boulevard. Further, while it is possible that some project traffic originating from the north and west of the site would attempt to avoid current and potential future congestion along Bundy Drive by using Saltair Avenue, this route would entail a rather circuitous route through the neighborhood streets north of the site. The project traffic would have to cross San Vicente Boulevard at the Saltair Avenue (unsignalized) median cut-through, and then proceed eastbound on San Vicente Boulevard to make a u-turn at the San Vicente Boulevard/Montana Avenue intersection. Due to existing difficulties in crossing San Vicente Boulevard at Saltair Avenue, as described in detail in the traffic study, the delays encountered in using the Saltair Avenue alternative route to arrive at the project site were considered to be more time consuming than using Bundy Drive or other arterial routes in accessing the site. It is of note that the traffic study does acknowledge the use of the local streets, including Westgate Avenue and Granville Avenue, in accessing the project site, and includes a discussion and evaluation of the potential effects of project traffic on those roadways as well.

With respect to the concern about cut-through traffic currently using Saltair Avenue, it is important to recognize that any such existing traffic (which is not related to the development of the proposed project) is included in the traffic count data obtained for Saltair Avenue, and its effects are included in the evaluation of both existing and future roadway conditions along this roadway. Further, the commenter’s claim that the addition of project traffic will increase the amount of cut-through traffic along Saltair Avenue is not supported by the results of the project traffic study.

As shown in Table IV.L-15, the level of project-related traffic impacts to Saltair Avenue is approximately 7.9% (approximately 158 net new project trips per day), which is more than 20% lower than the 10% threshold level used by LADOT for evaluating the “significance” of traffic increases on local/residential

streets, and as such, is not “very near” the threshold for a significant impact. Further, in order to evaluate the anticipated future conditions along this street, the existing volumes on Saltair Avenue were “growth-factored” by 1.0 percent annually to forecast future traffic levels on this street. As such, the forecast future (year 2014) traffic conditions identified for Saltair Avenue in Table IV.L-15 include potential non-project related increases in cut-through traffic. As a result, the analysis of potential project-related traffic impacts to Saltair Avenue is considered to be both comprehensive and conservative, and as identified in the Draft EIR, indicates that no significant impacts to this street are anticipated.

Comment No. 4-10

Furthermore, the DEIR fails to consider the impacts of several known conditions along Saltair. This includes a high volume of pedestrian traffic (including young children and elderly) along a sub-standard width street with no sidewalks, the operation of a pre-school on the west side of Saltair across from the project, and a high volume of existing traffic to and from commercial buildings on the east and west corners of the north side of San Vicente and Saltair. These factors should be addressed when considering the potential impacts to the project. BHA’s scoping letter requested that the DEIR evaluate the creation of a “local traffic only” barrier on Saltair (just beyond the commercial driveways), but the DEIR provided no analysis of this potential mitigation measure. The local traffic impacts must be reassessed and mitigation measures considered to address the impacts on this residential street.

Response to Comment No. 4-10

The traffic study complies fully with the current evaluation parameters for local/residential street impacts as identified in LADOT’s Traffic Study Policies and Procedures. The traffic resulting from the existing pre-school and the two commercial buildings at San Vicente Boulevard and Saltair Avenue is included in the “baseline” traffic counts obtained for Saltair Avenue (see Response to Comment 4-9), and as such, the effects of these existing developments on the street are included in the analysis of both existing and future conditions. Additionally, it is important to note that the proposed project is anticipated to add only about 158 net new trips per day on Saltair Avenue, including a maximum of only about 7 net new trips during the AM peak hour and 27 net new trips during the PM peak hour to Saltair Avenue north of San Vicente Boulevard (see Response to Comment 4-9). These additional trips are below the level of “significance” and are not anticipated to substantially increase hazards to vehicles or pedestrians along this street. Further, peak pre-school vehicular and/or pedestrian activity generally occurs early in the morning (between 7:00 and 9:00 AM) or in the early afternoon (2:00 to 4:00 PM), when project traffic is anticipated to be lower than the “peak” project traffic levels identified in the traffic study, further minimizing potential project effects on this use.

The specific conditions along Saltair Avenue noted by the commenter (substandard width, no sidewalks with high pedestrian volumes, existing preschool near the project site) are acknowledged. However, such factors (particularly reduced roadway width with on-street parking) tend to slow traffic along such streets, thereby generally reducing vehicle speeds and lessening potential hazards to pedestrians. Slower travel speeds also act to reduce the viability of such streets as “time saving” cut-through routes. While the existing cut-through traffic activity and local conditions along Saltair Avenue are not intended to be

minimized in the Draft EIR, (see Response to Comment 4-9), the local/residential street impacts of the proposed project are evaluated using the currently required methodologies and are fully discussed in the Draft EIR. As noted in the Draft EIR, no significant impacts to Saltair Avenue are anticipated, and as such, no local/residential street impact mitigation is warranted. However, the commenter's suggestion on behalf of the BHA that potential "mitigation" measures to address existing cut-through traffic and other issues expressed by the local community is provided to the decision-makers for their consideration.

Comment No. 4-11

3. The DEIR Understates the Problems that Will Be Caused by Site Access Conflicts

The location of this project presents a perfect storm of site access conflicts, the likelihood of which is only minimally addressed in the DEIR. The DEIR acknowledges that traffic on San Vicente Boulevard is near capacity during peak hours, and that several intersections near the project are operating at failing levels at present. (See, e.g., DEIR at pp. IV.L-9 & IV.L-53.) The location of the project's access driveways and the heavy, steady stream of traffic on San Vicente, particularly during the afternoon peak hours, require special consideration of access conditions and potential conflicts. The DEIR notes that:

"vehicular queuing...currently occurs along westbound San Vicente Boulevard from the nearby intersections of Bundy Drive or Saltair Avenue, particularly during the afternoon peak commute traffic periods. During these periods of heavy traffic demands and congestion, vehicular queuing can extend sufficiently eastward from Bundy Drive on Saltair Avenue that it occasionally blocks the project's exit driveway location for short periods. Additionally, such vehicular queues can also restrict the existing capacity of the project's exit-only driveway regardless of whether the driveway itself is physically blocked by the queue; long vehicular queues that approach but do not block the project's proposed exit driveway location still limit the number of vehicles exiting the site that could be accommodated within the two travel lanes on San Vicente Boulevard between the project driveway and the end of the on street queue."

"During periods of vehicular queuing on westbound San Vicente Boulevard, the potential lack of sufficient space for project-related vehicles to exit the project site and enter the westbound traffic flow on San Vicente Boulevard could result in inadequate exiting capacity for the site. In such instances, vehicles unable to exit the site due to the queuing on San Vicente Boulevard could create internal queuing within the project's parking facilities of sufficient length to block vehicles from passing through the exit control gate. Blockages of the exit gate could result in vehicles queuing in the site's internal site circulation aisles, and potentially could block access into the parking lot from the entry driveway access control location. If this should occur, the entry gates may not be able to adequately discharge entering vehicles into the on-site parking lot, resulting in vehicular queuing on the entry driveway that could ultimately back up vehicles into San Vicente Boulevard through traffic. Finally, such unmet project entering vehicle demands could then create latent traffic demands on San Vicente Boulevard that could add to additional congestion and delays for "upstream" intersections (such as Montana Avenue). Therefore, during periods of high vehicular traffic flows on San Vicente Boulevard, coupled with high traffic demands from the

proposed project, *the potential blockage of the site's exit-only driveway, even for short periods, could result in cascade failures of both the internal site circulation as well as traffic flows along San Vicente Boulevard in the project vicinity.*" (*Id.* At p. IV.L-53 (emphasis added).)

The DEIR foresees serious ripple effects cascading east along San Vicente. Given the high volume of traffic foreseen for the exit driveway –285 vehicles exiting at the peak hour – as compared to the predicted capacity of the gate-arm access system –250 to 350 vehicles per hour – any glitch in exiting, such as a patron dropping or misplacing a ticket, could trigger this ripple effect of traffic congestion eastwards towards Montana and beyond.

Response to Comment No. 4-11

The excerpted language from the traffic study noted by the commenter is taken out of context. The traffic study provides a complete evaluation of the project's anticipated driveway operations in order to identify any potential access issues that may arise, even under potential "worst case" operational conditions, which does identify potential conditions under which driveway operations may impact traffic flow along San Vicente Boulevard. The Draft EIR identifies potential measures to address these unlikely conditions, fully evaluated for purposes of full disclosure. As described in the traffic study and Draft EIR, the project's entry-only driveway provides substantial on-site vehicular queuing area (approximately 160 feet) to minimize queuing onto San Vicente Boulevard (and the potential for upstream congestion as noted in the excerpted language) even if the exit-only driveway were to be blocked. Further, implementation of the recommended mitigation measure (signalization of the project's exit-only driveway) will assure that no significant driveway operational impacts will occur, and that project access and internal vehicular circulation will operate efficiently, and that on-street traffic flows along San Vicente Boulevard will not be negatively impacted.²

Comment No. 4-12

This observation is critical to an understanding of the problems the proposed project is likely to cause for traffic circulation in its immediate vicinity. However, the DEIR's analysis falls short because it fails to consider the compounding effect of the driveways located immediately to the east of the project, just over 200 feet from the project's exit driveway. Drivers exiting the CVS parking lot at its western exit (which can also be used as an entry, as both of the driveways permit traffic in two directions) will be turning

² *Response to Comment 4-11 Footnote:*

The commenter is mistaken in the interpretation of the driveway capacity discussions in the Draft EIR. As stated in the pages referenced (IV.L-52 and 53), the project's entry-only driveway will provide a capacity of approximately 650 vehicles (per lane) per hour, while the exit-only driveway is estimated to provide a capacity of between 300 and 350 vehicles (per lane) per hour (including reductions in capacity due to conflicts with approaching traffic along westbound San Vicente Boulevard). The Draft EIR does not "vacillate" on this issue, and does not claim, as suggested by the commenter, that the capacity of the exit-only driveway is 650 vehicles per hour. As such, based on these anticipated operational capacities, the traffic study correctly notes that peak project exiting traffic volumes of approximately 285 vehicles per hour are well within the capacity of the project's exit-only driveway.

westbound onto San Vicente within spitting distance of the hundreds of drivers exiting the project during peak hours. If exit traffic backs up in the garage, blocking the entrance, the drivers exiting the CVS lot will also be blocked in, and the entrance to that lot will back up. Just a few feet further east, the entrance to the Bank of American parking lot will be affected by this cascade of congestion. The Bank of America building has an entrance and exit to the underground garage, and just a few feet further east, entrances to a surface lot, and is already the site of traffic conflict, as demonstrated in the photographs included as exhibits to Allyn Rifkin's traffic analysis. How far east the problems will extend is unclear – it is the job of the City to determine the extent of the problem, and the best way to mitigate it, as much as possible.

Not only is back up and congestion a near inevitability, the location of these three busy driveways so near each other is likely to cause vehicular conflicts as vehicles attempt to navigate across lanes of traffic, with vehicles departing all three locations required to travel westbound to Saltair, where, the DEIR acknowledges, most drivers heading east make a U-turn across San Vicente. The hundreds of drivers leaving these businesses and jockeying for position at Saltair and San Vicente will create a serious safety hazard.

Response to Comment No. 4-12

The project's potential effects and/or conflicts with the nearby CVS Pharmacy driveway(s) are anticipated to be minimal, since all exiting traffic from either driveway (and for all driveways located along the north side of San Vicente Boulevard) will be limited to right-turn only movements, thereby eliminating any conflicting or "cross over" travel paths. Additionally, since the project driveway in question is an exit-only location, project-bound vehicles will not be slowing down or waiting to enter the site in front of the CVS Pharmacy driveways, but rather will enter the proposed project site via the entry-only driveway approximately 325 feet farther to the west, further minimizing impacts to the CVS Pharmacy driveway operations. These operational considerations were among a number of factors included in the development of the project's proposed access scheme. Operations at the CVS Pharmacy's eastern driveway would not be expected to be significantly affected by the proposed project's exit-only driveway, nor would any of the driveways cited by the commenter located farther east of the site. As noted in a previous response (see Response to Comment 4-11), the driveway operational conditions referenced by the commenter are "worst case" conditions included in the traffic study in order to provide a complete evaluation of all potential issues associated with the proposed project's effects on San Vicente Boulevard traffic. Such conditions are not anticipated to reflect typical project driveway conditions, and would be expected to occur infrequently, if at all, due to non-typical and excessive congestion along San Vicente Boulevard.

The photographs cited by the commenter appear to show congestion at the Bank of America building driveway as an example of the kind of potential on-street queuing that could result from the proposed project. However, such conditions are not representative of the operations of the proposed project. The photographs used are notated that the congestion is caused by the "B of A lot being full." This "full lot" condition, which can result in delays in entering a parking lot from the fronting street, is not anticipated to occur at the proposed project for a number of reasons, including the provision of substantial parking above the code requirement, as well as the provision of a substantial amount of on-site vehicular queuing

between San Vicente Boulevard and the on-site parking lot itself (approximately 160 feet, or about 7 to 8 cars), such that vehicles entering the site are not expected to queue onto San Vicente Boulevard.

Finally, the Draft EIR does not “acknowledge” that “most drivers heading east [will] make a u-turn across San Vicente” at Saltair Avenue. The Draft EIR indicates that there are a number of vehicles that currently do so, and such activity is expected to continue, but the number of vehicles actually making the u-turn is a small percentage of overall San Vicente Boulevard traffic; approximately 89 of the existing 1,101 westbound vehicles on San Vicente Boulevard (about 8.1%) make the u-turn at Saltair Avenue during the AM peak hour, and approximately 107 of the 1,105 westbound vehicles (about 9.7%) make the u-turn during the PM peak hour. However, despite these relatively nominal u-turning volumes, the existing and future congestion at the intersection of and along both San Vicente Boulevard and Saltair Avenue caused by these vehicles, as well as the project’s potential effects to the operations of the intersection, are fully analyzed and disclosed in the discussion of the traffic signal warrant analyses prepared for this intersection (Draft EIR pages IV.L-98 to 109).

Comment No. 4-13

The DEIR’s best attempt at dealing with this traffic nightmare is to require a signal at the project’s exit. The DEIR fails to provide any analysis of the effects of this signal on upstream westbound traffic, ignoring the driveways just east of the project on San Vicente. Will drivers be able to exit the CVS driveway when the traffic on San Vicente is stopped? What effect will this have on queuing in the CVS parking lot? On San Vicente? Will drivers be able to exit the CVS lot and merge to make a U-turn at San Vicente? Further upstream, will the signal at the project cause congestion at the intersection of Montana and San Vicente? Will the intersection of Barrington and San Vicente be affected? These questions must be addressed in the FEIR.

Response to Comment No. 4-13

The traffic signal proposed for the project’s exit-only driveway is a project feature designed to address the potential “worst case” blockages of the driveway, as described earlier, in order to avoid any possible project-related vehicular queuing onto San Vicente Boulevard. As detailed in the Draft EIR, the proposed signal is recommended for operation only during the highest traffic congestion periods (in the late afternoon/evening) along San Vicente Boulevard, and then only when on-site project traffic would queue sufficiently to activate the signal; at all other times of the day, the signal would provide a green indication to through traffic on westbound San Vicente Boulevard. Any such signal would be coordinated with both the upstream signal at San Vicente Boulevard and Montana Avenue, and with the downstream signal at San Vicente Boulevard and Bundy Drive, and shall be linked via the City’s ATSAC and ATCS signal coordination systems. The location of the proposed signal would not preclude vehicles exiting from the western CVS Pharmacy driveway, although when it is activated, westbound vehicles on San Vicente Boulevard would be required to stop briefly in front of the CVS Pharmacy driveway to allow vehicles to exit the project driveway. However, the eastern CVS Pharmacy driveway is located sufficiently distant from the proposed signal (approximately 170 feet to the east) such that normal operations of this access point would be unaffected. As such, no significant impacts to the operations of the CVS Pharmacy site

access or to overall traffic flows along San Vicente Boulevard are anticipated due to the proposed new traffic signal at the Green Hollow Square project exit-only driveway.

Comment No. 4-14

The DEIR essentially throws up its hands and concludes that no mitigation is possible for *any* of the significant impacts caused by this project. BHA has previously suggested that the City consider eliminating the parking lane on San Vicente, and additionally suggests that the City study widening San Vicente by four feet to create a passenger drop-off lane in front of the project. The DEIR did not engage in serious analysis of the feasibility of removing the parking lane to add an additional traffic lane to San Vicente, especially in light of the increased parking that will be provided by the project. Further study is needed of the complex localized issues created by the location of the project's exit driveway and proposed signal.

Response to Comment No. 4-14

Measures to address the project's potential traffic impacts at the four signalized intersections identified in the traffic study (i.e., San Vicente Boulevard/Bundy Drive, Montana Avenue/Bundy Drive, San Vicente Boulevard/Montana Avenue, and San Vicente Boulevard/Barrington Avenue) were fully explored and discussed with LADOT, which concurred that no feasible roadway or traffic signal improvements are available at any of the locations. That determination was based on a comprehensive review of the area roadway and intersection network. That review indicated that no feasible physical roadway and/or traffic signal improvements are available for any of the four significantly impacted intersections due to insufficient roadway width or other geometric conditions preventing restriping or reconfiguration of the intersections, lack of available rights-of-way to accommodate new roadway widenings, high utilization of on-street parking (preventing removal of on-street parking to implement additional lanes), and/or fully improved traffic signal operations (including traffic signal coordination at all of the City of Los Angeles study intersections).

The removal of on-street parking along westbound San Vicente Boulevard was not suggested or evaluated, since such a measure would not result in any real traffic operational improvements in the project vicinity, and could actually create additional congestion. First, the BHA has suggested that parking be prohibited along the project frontage only. While such restrictions would make it possible to create a right-turn lane into the project site (allowing any entering vehicles to slow down outside the through traffic lanes on San Vicente Boulevard), such limited parking removals would not provide any additional capacity for through traffic on San Vicente Boulevard, since parking would continue to be permitted both to the west and to the east of this relatively short area (approximately 300 feet). While an additional westbound through lane could be realized along the segment of San Vicente Boulevard between Montana Avenue and Bundy Drive (or for that matter, extended throughout the Brentwood commercial district, from Barrington Avenue or farther east) with implementation of parking restrictions during the critical PM peak period, it is important to note that this new lane would ultimately terminate as a "trap lane" into the westbound right-turn only lane at Bundy Drive (west). As such, while some additional "through" capacity may result in the mid-block areas, drivers continuing westward into Santa

Monica would be required to merge back into the westbound through lane, creating additional congestion and vehicle queues along westbound San Vicente Boulevard beginning at or around Saltair Avenue, thereby exacerbating the current operational difficulties at that location. As a result, the removal of the existing on-street parking along westbound San Vicente Boulevard would not result in any traffic operational improvements in the vicinity, and could further result in the creation of potentially significant secondary impacts due to the removal of existing parking in a parking impacted area. Therefore, this measure was not included in the Draft EIR as a potential project traffic impact mitigation measure or general area traffic improvement.

Comment No. 4-15

5. The Intersection of Saltair Avenue and San Vicente Requires Further Study

The intersection nearest the proposed projects receives very little detailed analysis simply because it is not a signal controlled. Saltair Avenue on San Vicente is a T-intersection controlled by a stop sign. The DEIR acknowledges the high level of congestion and delay present at the intersection under existing conditions: “Vehicles entering or exiting Saltair Avenue often experience substantial delays due to blockages of the intersection by westbound San Vicente Boulevard traffic, which queues westward from the nearby intersection at Bundy Drive into the Saltair Avenue intersection during peak periods.” (DEIR IV.L-98.) The DEIR describes how vehicles are essentially trapped on Saltair during peak periods, unable to exit in any direction and unable to return:

“[V]ehicular queues routinely exceed the approximately 200-foot distance between Bundy Drive and Saltair Avenue during the peak 15 to 30 minutes of the commute hours, restricting or preventing exiting Saltair Avenue vehicles from accessing westbound San Vicente Boulevard, as well as affecting the ability of vehicles either inbound to Saltair Avenue to eastbound San Vicente Boulevard to cross the westbound traffic flow during these periods.” (DEIR IV.L-98-99.)

In spite of its recognition that the intersection is essentially rendered nonfunctional during significant periods of the day, the DEIR excludes it from its analysis simply by the virtue of the fact that it is not signal controlled. CEQA does not support this determination. Courts have recognized that “industry practice” does not trump CEQA’s mandate that the actual impacts of a proposed project be identified and analyzed. (See, e.g., *Sunnyvale West Neighborhood Association*, 190 Cal.App4th at pp.1380-1381.) There is no reason that the City is unable to determine whether the volumes of traffic that will be added to this intersection, beyond the volumes that use it at present day, will cause significant impact to the functionality of the intersection. If it is determined in the FEIR that the intersection is significantly impacted by the project, mitigation measures must be evaluated to alleviate those impacts. The DEIR studies implementation of a traffic signal at this intersection as part of the analysis of Concepts 1a and 2, and notes that such a signal might improve functionality of the intersection. As discussed below, further analysis is required of the “concepts.” The fact that the DEIR discusses mitigation measures for Saltair, albeit in the context of optional features that are not planned to be implemented at this time, it is highly probative of the fact that impacts at Saltair do, indeed, need to be mitigated. The FEIR must study this

intersection and determine whether it is significantly impacted by the proposed project. If there is a significant impact, the FEIR must evaluate measures that will mitigate the impacts.

Response to Comment No. 4-15

The assertion that the intersection of Saltair Avenue and San Vicente Boulevard “receives very little detailed analysis” is incorrect. In compliance with LADOT’s current traffic study policy, this intersection was not evaluated to determine specific project-related incremental impacts in the same manner as the other signalized intersections examined in the traffic study. However, the operations of this intersection were examined in detail as part of the traffic signal warrant analyses included in the “Mitigation” section of the traffic study, as summarized on pages IV.L-98 to 109 (see Response to Comment 4-12). It is of note that the preparation of a traffic signal warrant analysis is more intensive and detailed than the analyses prepared for signalized intersections due to the number of complex factors associated with the operations of unsignalized intersections. In that regard, LADOT’s current policies acknowledge the fact that truly effective improvements to unsignalized intersections are limited, especially at two-way STOP sign controlled intersections where the major thoroughfare traffic does not stop (such as the subject location). Typical roadway/intersection improvements at signalized intersections may include such measures as restriping or widening one or more of the approach legs of the intersection to provide more vehicular capacity, or to install exclusive left-turn or right-turn lanes. However, at two-way STOP-sign controlled (“unsignalized”) intersections such as San Vicente Boulevard and Saltair Avenue, installing additional lanes on the “minor” street approach (Saltair Avenue) would not create any additional capacity or improve the ability of vehicles exiting from this street to cross or enter San Vicente Boulevard traffic (since this improvement would not slow or stop San Vicente Boulevard traffic). Similarly, providing additional lanes on the “major” street (San Vicente Boulevard) at such intersections simply creates an additional conflicting lane of traffic for the minor street approach, which can actually increase delays experienced by vehicles on the minor street. In such circumstances, installation of a new traffic signal is examined as the best remedy for potential significant impacts or other operational problems. Therefore, the analysis approach presented in the project traffic study and DEIR are consistent with LADOT’s policies, and reflect best engineering practices regarding effective improvements to unsignalized intersections. It is also of note that the Draft EIR did identify that the intersection of Saltair Avenue and San Vicente Boulevard would warrant installation of a new signal under the forecast “With Project” conditions (the only scenario evaluated), although installation of a new signal was not recommended due to a number of physical and operational constraints, including the necessary installation of a new eastbound left-turn lane on San Vicente Boulevard (in addition to a left-turn lane for westbound traffic) at Saltair Avenue, vehicular queuing, and limited distance from the Bundy Drive intersection, which creates signal timing and coordination difficulties. These factors are fully discussed and detailed in pages IV.L-98 to IV.L-109 of the Draft EIR and pages 95 to 100 of the supporting traffic study.

However, the determination that a signal is warranted is not indicative that the project results in a significant impact. In order to determine whether additional traffic generated by the project itself would be responsible for this intersection meeting the signal warrants, several supplemental signal warrant analyses were prepared for this intersection, including the “Existing (2010)”, “Existing (2010) With Project”, and “Future (2014) Without Project” conditions (note that the preparation of the “Existing

(2010) With Project” analyses are also consistent with the directives resulting from the “Sunnyvale” case). As shown in the attachments, the intersection of Saltair Avenue and San Vicente Boulevard will meet the technical warrants for installation of a new traffic signal under each of the conditions analyzed, including the two “no project” analysis conditions. Therefore, while project traffic would exacerbate existing congestion at the intersection, it would not be expected to substantially alter the operations of this location, and does not, in itself, create the need for a traffic signal. However, as noted above, such implementation is still not recommended for the reasons noted in the Draft EIR. It is of note that the commenter reference to the language in the Draft EIR (page IV.L-98 and 99) acknowledges the current operational issues related to the intersection of San Vicente Boulevard and Saltair Avenue, which is supported by both the original signal warrant analysis in the Draft EIR and the supplemental signal warrant analyses contained in this response. However, such acknowledgement does not override the technical issues associated with the potential installation of a traffic signal at this location, which as described above, identify sufficient obstacles such that installation of a signal cannot be supported.

Comment No. 4-16

6. The Analysis of the Six “Concepts” is Inadequate

The DEIR presents six “concepts” for traffic improvements, one of which *may* be selected for implementation at another time. The analysis of these plans is inadequate under CEQA, and will not support an effort at a later date to merely select one of these alternatives without further review.

None of the “concepts: contains sufficient analysis of the conflict between drivers exiting the project and the parking lots immediately to the east of the project. None of the discussion acknowledges that facilitating left turns on Saltair from eastbound San Vicente will encourage cut-through traffic on Saltair by vehicles trying to get to I-405 at Sunset and avoid congestion at Montana or Barrington. The analysis of the “concepts” employing a signal at Saltair need to consider the interplay between that signal and the signal proposed for the project’s exit driveway. The analysis of Concept 4 also fails to include the effect on local streets of changing the project’s parking circulation to permit entry on the east and west sides of the subterranean parking lot. Further review and analysis of these concepts should be provided in the event that the City intends to implement any of these proposals. The analysis in the DEIR is too cursory to reveal whether these suggestions will help or hurt the complex web of traffic in this area.

Response to Comment No. 4-16

The six San Vicente Boulevard median island modification concepts contained in the Draft EIR are fully evaluated and analyzed, including identification and detailed analyses of the potential effects on vehicular traffic flows at all affected intersections (including Saltair Avenue), as shown in Tables IV.L-17 and IV.L-18, each of the conceptual improvements could improve traffic flow at different intersections and roadway segments in the project vicinity, although the improvements could also worsen traffic flow at other intersections, as shown in Appendix K-2 of the Draft EIR. The inclusion of these concepts in the project traffic analyses is intended to address concerns expressed by the community (especially those residents living along or utilizing Saltair Avenue as an access route) regarding current congestion and access difficulties due to the existing u-turn traffic using the Saltair Avenue median island opening. As

discussed in the Draft EIR, the concept plans will provide a mid-block u-turn opportunity for both existing San Vicente Boulevard traffic (including patrons of existing developments along the north side of the street west of Montana Avenue) as well as potential new project traffic to reorient from westbound to eastbound San Vicente Boulevard travel without impacting the existing Saltair Avenue median island opening. Removal of this existing and future traffic at this location will reduce some of the existing congestion from this location and improve access for residents to Saltair Avenue. Additionally, each of the concepts includes a storage lane for the u-turn vehicles, moving them out of the through traffic lanes on San Vicente Boulevard, and thereby facilitating smoother traffic flow on westbound San Vicente Boulevard and reducing the likelihood of congestion in the immediate project vicinity.

The commenter asserts that the anticipated operational improvements at this intersection resulting from implementation of any of the identified concepts will encourage additional cut-through traffic on Saltair Avenue (by facilitating eastbound left-turns from San Vicente Boulevard). However, while the anticipated reduction in congestion at the San Vicente Boulevard/Saltair Avenue intersection resulting from implementation of one of the conceptual improvements would be expected to result in more efficient access for Saltair Avenue residents (especially for southbound traffic “exiting” onto eastbound San Vicente Boulevard), none of the concepts are expected to significantly increase the amount of cut-through traffic on Saltair Avenue originating from eastbound San Vicente Boulevard. Such traffic would have to travel past Bundy Drive in order to access Saltair Avenue, and still have to contend with delays encountered in attempting to cross westbound San Vicente Boulevard traffic, thereby reducing the efficiency of this route as a time-saving alternative to Bundy Drive.

The commenter also raises the question of coordination between the potential new signal at Saltair Avenue included as part of Concept 1a and Concept 2 and the proposed new signal at the project’s exit-only driveway as well as the existing signals at San Vicente Boulevard/Bundy Drive and San Vicente Boulevard/Montana Avenue. Such coordination would occur (see also Response to Comment 4-13) if such a signal is approved by the City. Note that a new signal at Saltair Avenue and San Vicente Boulevard, whether as part of a median island modification plan or separately, is not recommended due to the reasons identified and described in detail on pages IV.L-98 to IV.L-109 of the Draft EIR.

Comment No. 4-17

7. Parking Demand is Incorrectly Analyzed

Lastly, the DEIR does not adequately analyze the demand for parking that will be created by the proposed project. The analysis understates the need for parking because, unlike the trip generation calculation, the parking analysis fails to include the significant square footage for outdoor dining in its parking demand calculations. With nearly 4,000 square feet of outdoor dining included in the project, this oversight is significant. The analysis must be conducted properly to determine whether there will be any impacts from insufficient parking.

Response to Comment No. 4-17

The parking requirement analyses contained in the Draft EIR (Table IV.L-13) was prepared according to current City Zoning Code and San Vicente Boulevard Scenic Corridor Specific Plan procedures (which do not require additional parking for outdoor restaurant seating), and indicates that the project would provide approximately 103 parking spaces in excess of the requirements (324 spaces required, 427 spaces provided). However, in addition to the Code parking requirements, a supplemental parking analysis has been prepared to identify and evaluate the potential anticipated parking demands and utilizations of the project's parking, independent of the City's parking requirements. These supplemental analyses utilize the Urban Land Institute ("ULI") parking demand assumptions and analysis methodologies, as described in their Shared Parking (2nd Edition) publication, which is both locally and nationally recognized as an applicable tool in determining parking needs for mixed-use projects. These supplemental analyses also included the assumption that the 3,700 square feet of outdoor dining area referenced by the commenter would generate specific parking demands in addition to the approximately 6,800 square feet of enclosed restaurant area, plus the highly conservative assumption that the 7,000 square feet of commercial storage area would generate parking demands at the same level as for the traditional retail "sales floor" area (note that the Specific Plan does identify parking requirements for storage areas, but at a reduced rate, as shown in Table IV.L-13). The results of these supplemental parking demand analyses indicates that on weekdays, the project could result in a maximum parking demand of approximately 339 spaces, about 88 spaces (nearly 21%) fewer than are provided. Similarly, on weekends, the supplemental analyses identify a maximum parking demand of approximately 358 parking spaces, 69 spaces (about 16%) fewer than are provided. Therefore, the project will provide substantially more parking than is required by the City or is anticipated to be utilized.

Comment No. 4-18

The DEIR also fails to consider the existing neighborhood parking problems, documented in photos included in the letter prepared by Allyn Rifkin, PE. In light of the already existing parking constraints, the DEIR should consider how the cost of parking in the proposed project might increase the demand for street parking and impact neighboring residential streets.

Response to Comment No. 4-18

While it is acknowledged that existing public parking in the project vicinity is either insufficient or is ineffectively located, resulting in parking "spill over" into adjacent residential areas, no project-related parking impacts in the residential areas surrounding the project are anticipated due to the provision of substantial on-site parking by the project, in excess of both City parking requirements and anticipated actual utilization. Further, while specific details of the project's parking operations and management are not known at this time, the costs are expected to be in line and competitive with parking charges for other existing commercial parking in the area, and this factor is not anticipated to increase the likelihood of off-site parking by project employees or patrons.

Comment No. 4-19**B. THE IMPACTS FROM CONSTRUCTION PHASE ACTIVITIES ARE INADEQUATELY ANALYZED**

The DEIR fails to consider and mitigate the significant adverse impacts associated with the construction phase of the project. The DEIR's analyses of impacts from construction noise and air emissions are inadequate, and the document contains *no* analysis of impact from construction-related transportation. Such potential impacts include staging, hauling, sidewalk and lane closures, and parking of construction crews. BHA raised the issue of construction-related traffic in its scoping comments, and although the DEIR's discussion of "Areas of Controversy" promises to address construction related traffic issues in Section L, "Traffic, Transportation, and Parking," the section contains no discussion of construction-related traffic impacts. The FEIR must contain such an analysis, or else all of the impacts of the project will not be identified, analyzed, and mitigated.

Response to Comment No. 4-19

An additional analysis of construction impacts of the proposed project (including construction staging and the proposed haul route) has been added to Section III, Additions and Corrections, of this Final EIR (see "Project Description" and "Traffic, Transportation, and Parking").

Comment No. 4-20

The FEIR must include the specific mitigation measures for construction related traffic and associated issues. In particular, it is necessary to impose measures to protect the residential properties immediately to the north of the project from impacts from construction traffic and staging. Mitigation measures should include, at a minimum:

- A requirement that the residential parcels on Saltair Avenue shall not be used for construction staging at any time to preserve the residential environment for neighboring residences
- A prohibition on construction vehicles accessing the San Vicente parcels via the Saltair Avenue residentially zoned parcels.
- A prohibition on construction crew parking on nearby residential streets, including, but not limited to Saltair and Westgate.
- A prohibition on construction staging on San Vicente Boulevard, Saltair Avenue, or Saltair Terrace.
- A prohibition on construction vehicle idling on residential streets, including Saltair Avenue, Saltair Terrace, and Westgate Avenue.

There are several issues related to the above measures that must be analyzed in greater detail in the FEIR. Where will construction crews park? Parking in the residential neighborhood would be an inappropriate

intrusion on the residents. Yet San Vicente Boulevard contains only one-hour metered parking. The FEIR must provide a plan for worker parking during the multi-year construction phase. Construction staging should be analyzed as well, since the relatively narrow width of San Vicente Boulevard may make it difficult for long flatbed trucks with construction materials to turn into the site. This difficulty should be considered, and appropriate mitigation measures should be imposed so that trucks are not permitted to inappropriately intrude into the residential neighborhood for parking and loading. Construction equipment, delivery and hauling vehicles must be confined to the private property during all phases of demolition and construction.

Response to Comment No. 4-20

The project will be required to submit a detailed construction management plan to the City for review and approval prior to the initiation of any construction activities. This plan will include identification of hours of construction, construction vehicle and equipment staging areas, construction employee parking, and haul route information. The City typically does not permit haul routes along residential streets (with the exception of construction activities occurring on such streets), and it is expected that the project haul route for the commercial portions of the proposed project would be prohibited from using Saltair Avenue or other residential streets in the project vicinity. Additionally, while it is also typical that the City would limit or prohibit construction-related parking or staging along residential streets or in residential areas, it may be necessary, in order to minimize or eliminate other construction-related impacts, to utilize the project's residential parcels along Saltair Avenue as a staging area for materials, equipment, or other items during some phases of construction; this site will be fenced so as to prevent public access and to shield views of such activities to the extent possible. Although specific construction phasing has not been identified, it is expected that the project's entire subterranean garage (which occupies nearly the entire site) will be excavated and constructed first, and that subsequent construction employee parking, as well as equipment and materials staging will be moved to the primary project site following completion of the parking garage. Additionally, a construction traffic management plan will be prepared, detailing any temporary lane closures, parking prohibitions, signage or striping that may be necessary due to the project's construction activities. Further, as part of the standard conditions of approval applied throughout the City, the project will be required to implement measures to address construction-related impacts.

The commenter has also suggested a number of construction-related "mitigation measures" to address potential issues. These measures include:

- A requirement that the residential parcels on Saltair Avenue shall not be used for construction staging at any time to preserve the residential environment for neighboring residences;
- A prohibition on construction vehicles accessing the San Vicente parcels via the Saltair Avenue residentially zoned parcels;
- A prohibition on construction crew parking on nearby residential streets, including, but not limited to Saltair and Westgate;

- A prohibition on construction staging on San Vicente Boulevard, Saltair Avenue, or Saltair Terrace; and
- A prohibition on construction vehicle idling on residential streets, including Saltair Avenue, Saltair Terrace, and Westgate Avenue.

While not currently required by City protocol, the project applicant has indicated that such conditions would be acceptable, with the exception of construction staging on San Vicente Boulevard. During several phases of the project's construction, including site excavation and construction of the project parking garage, which will cover the entire commercial portion of the project site, the use of the project site for off-street staging of vehicles will not be feasible, and haul trucks (for excavated soil or demolition materials), materials transport trucks, and concrete trucks are anticipated to require the use of the parking lane in front of the project site to load/unload. Additionally, such vehicles are anticipated to wait at an off-site location (to be approved by the City) until needed at the project site. However, such trucks are not expected to block any of the westbound travel lanes along this portion of San Vicente Boulevard during these activities, and no trucks will be staged in front of other businesses along this roadway.

Comment No. 4-21

The DEIR also fails to provide any details or analysis on the required haul route. The project proposes to excavate 59,000 cubic yards of soil, requiring nearly 6,000 truckloads to transport the excavated material from the site. The hauling route for the disposal of debris during the demolition of the existing buildings and existing foundations must also be detailed in the FEIR. If the FEIR does not analyze the haul route and potential impacts from it, nor mitigate those impacts on the residential neighborhood adjacent to the project, the EIR will be vulnerable to challenge for failing to identify all of the potential impacts of the project.

Response to Comment No. 4-21

An additional analysis of construction impacts of the proposed project (including construction staging and the proposed haul route) has been added to Section III, Additions and Corrections, of this Final EIR (see "Project Description" and "Traffic, Transportation, and Parking").

Comment No. 4-22

Although the DEIR includes some analysis of the air quality and noise impacts from construction phase operations, neither analysis passes muster. The DEIR concludes that the air quality impacts are insignificant, but admits that there are "sensitive receptors" such as single family residences and preschools closer than the 82 feet that it used to calculate air emissions. Because the DEIR concludes that the construction phase will have no air quality impacts on the basis of this false 82-foot assumption, there are *no* mitigation measures proposed for air quality impacts. This determination puts the residents and school children nearest the project at risk for inhalation of particulate matter and exposure to excessive carbon monoxide, among other concerns. The FEIR must address mitigation measures to protect the nearest sensitive receptors from adverse air quality impacts.

Response to Comment No. 4-22

The commenter is referred to page IV.C-30 in Section IV.C (Air Quality) of the Draft EIR that identifies the following sensitive receptors closest to the project site:

- The single-family residential uses located adjacent to the project site on the north;
- The four-story office and bank building located immediately west of the project site;
- The Chabad Jewish Center of Brentwood fronting Bundy Drive located approximately 289 feet west of the project site;
- The Gan Chaya Jewish Early Childhood Center located approximately 105 feet west of the project site, across Saltair Avenue;
- The Brentwood Science Magnet School playfield located approximately 472 feet southwest of the project site;
- The Brentwood Presbyterian Church located approximately 140 feet south of the project site, across San Vicente Boulevard;
- The single- and multi-story office and commercial buildings located approximately 140 feet south of the project site, across San Vicente Boulevard; and
- The single-story retail uses and CVS Pharmacy located approximately 108 feet east of the project site.

Also, as discussed on page IV.C-30, although some of the off-site receptors nearest to the project site identified above are closer than 82 feet, the SCAQMD's Localized Significance Thresholds (LSTs) methodology states that projects with boundaries located closer than 82 feet (25 meters) from the nearest receptor should use the LSTs for receptors located at 82 feet. As shown on Table IV.C-10 on page IV.C-31, the project would not generate localized construction-related emissions in excess of SCAQMD's significance thresholds. Therefore, no significant impacts related to LSTs during the project's construction phase would occur. Section 15126.4(a)(3) of the *CEQA Guidelines* states, "Mitigation measures are not required for effects which are not found to be significant." Because the project would not result in any significant impacts related to this issue, no mitigation measures are required.

Comment No. 4-23

The DEIR concedes that noise impacts from the construction phases will be significant even with mitigation, for the residences located closest to the project. Similarly, it acknowledges that vibration impacts will be significant for these residences. It does not appropriately analyze these impacts on the nearest "institutional" use by the project, however. Because the nearest institutional use is a preschool, occupied by small children who are more sensitive to noise and who require sleep during daytime hours,

the FEIR must analyze noise and vibration according to the impacts standards for residential uses, not institutional ones, in order to ensure adequate protection for the most sensitive members of the population.

Response to Comment No. 4-23

Regarding construction-related vibration impacts on institutional land uses, including the preschools located near the project site, as discussed in Section IV.I (Noise) of the Draft EIR, preschools located closest to the project site include those at Gan Chaya Jewish Early Childhood Center and at the Brentwood Presbyterian Church. As shown on Table IV.I-11 on page IV.I-24, construction-related groundborne vibration levels that could be experienced at the preschools during the project's construction phase are 45.5 VdB and 72.0 VdB, respectively. The Federal Transit Administration's (FTA) vibration impact threshold for institutional land uses (which include schools, churches, and hospitals) is 75.0 VdB. Because the preschools are considered institutional land uses, the Draft EIR correctly applies FTA's significance threshold of 75.0 VdB. Based on this threshold, construction-related vibration impacts to the preschools would be less than significant, as noted in the Draft EIR.

Additionally, the project would be required to comply with Mitigation Measures I-1 through I-11 (refer to pages IV.I-32 and IV.I-33) that would further reduce the amount of construction-related vibration that could be experienced at the preschools.

Regarding construction-related noise impacts on the preschools, as shown on Table IV.I-9 on page IV.I-21, construction-related noise levels both preschools would exceed the City's significance threshold, and impacts would be significant. As discussed on page IV.I-33, with compliance with Section 41.40 of the LAMC and the implementation of the Mitigation Measures I-1 through I-11, which would require the implementation of noise reduction devices and techniques during construction at the project site, construction-related noise impacts associated with the proposed project would be substantially reduced to the maximum extent feasible. Nevertheless, because construction noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period and by more than 10 dBA for more than one day at the identified noise-sensitive receptors, construction noise impacts would be significant and unavoidable.

Comment No. 4-24

C. THE PROJECT IS INCONSISTENT WITH THE POLICIES OF THE GENERAL PLAN'S LAND USE ELEMENT AND THE SCENIC CORRIDOR PLAN

The DEIR ignores and downplays relevant policies and requirements set forth in the Brentwood/Pacific Palisades Community Plan (Community Plan), the San Vicente Scenic Corridor Specific Plan (Scenic Corridor Plan), and the Los Angeles Municipal Code when it concludes that the project presents a less-than-significant impact with respect to non-conformity with several key policies and provisions embraced in those documents. CEQA requires that the EIR discuss any inconsistencies between the proposed project and the applicable land use plans. (Cal. Code Regs, tit. 14 (Guidelines), § 15125, subd. (d).) The FEIR must therefore address these land use conflicts in a more thorough manner.

Response to Comment No. 4-24

Based upon criteria established in the Los Angeles CEQA Thresholds Guide, the determination of significance for the project's impacts on land use consistency shall be made on a case-by-case basis considering whether the project is consistent with the adopted land use/density designation and whether the project is consistent with the applicable portions of the adopted General Plan or other applicable environmental goals and policies of other adopted plans. A project is consistent with the General Plan if, considering all aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. State law does not require perfect conformity between a proposed project and the General Plan; rather, to be consistent, the project must be compatible with the objectives, policies, general land uses, and programs specified in the applicable plan, in general agreement or harmony with the applicable plan. (See generally, *Friends of Lagoon Valley v. City of Vacaville* (2007) 154 Cal. App. 4th 807, 817.)

The project is consistent with the development standards contained in the San Vicente Scenic Corridor Specific Plan, as discussed on Page IV.H-36 to IV.H-38 of the Draft EIR. Consistency with the Brentwood-Pacific Palisades Community Plan is discussed on Page IV.H-27 through IV.H-36 of the Draft EIR. There are Community Plan policies related to historic resources and transportation with which the proposed project is inconsistent, and these are identified as such and the impacts fully disclosed in the Cultural Resources and Transportation, Traffic, and Parking sections of the Draft EIR. On the whole, however, the project is in general agreement with the Plan, meeting the vast majority of the applicable policies. Consistency with the Los Angeles Municipal Code is discussed on Page IV.H-38 through IV.H-41, including permitted land use and density. As stated, the project is well below the maximum allowable floor area. With respect to land use, the proposed retail, office, and restaurant uses and associated parking are consistent with the C4 zoning and Neighborhood Commercial land use designation, as is the proposed single family dwelling unit with the RS zoning and Low Density Residential land use designation. However, there is a portion of the proposed parking lot which currently lies within the residential zoning and land use designation, and for which a Zone Change and General Plan Amendment are requested. Additional discretionary approvals have been requested for alcoholic beverage sales, outdoor dining, and outdoor sales areas. If granted by the Department of City Planning, these proposed uses would also be consistent with the Los Angeles Municipal Code.

Comment No. 4-25

The Brentwood/Pacific Palisades Community Plan constitutes the Land Use Element of the General Plan for this area of the City. As such, it serves as "the constitution" for land use planning and future development in the area. (*Leshar Communications, Inc. v. City of Walnut Creek* (1990) 52 Cal.3d 553, 570-571.) The DEIR simply *ignores* the Community Plan's policy statements regarding the preservation of historic resources. Goal 17 of the Community Plan is "a community which preserves and restores the monuments, cultural resources, neighborhoods and landmarks which have historical and/or cultural significance." (See Community Plan at p. III-29.) Objective 17-1 is "[t]o ensure that the Plan Areas[sic] significant cultural and historical resources are protected, preserved and/or enhanced." (*Ibid.*) These broad goals are implemented in two policies. Policy 17-1.1 is to "[i]dentify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles'

valuable historic resources and to promote education to the public.” (*Ibid.*) The DEIR does not mention policy 17-1.1. It notes only that the proposed project is consistent with policy 17-1.2 which relates only to Native American archaeological sites (See DEIR at Table IV.H-4, p. IV.H-32.)

The exclusion of policy 17-1.1 from the DEIR’s analysis is conspicuous. Is it the City’s position that the policy extends *only* as far as the *identification* of historic resources? And thus that it is not applicable to the instant plan to *demolish* an identified historic resource? The Community Plan explains that the purpose of the policies set for regarding “Preservation of Historic and Cultural Amenities” is “to effectively *preserve, enhance, and maintain sites and structures which have been deemed culturally and/or historically significant.*” Ignoring the Community Plan’s obvious intent to protect historic resources by a hyper-technical reading of policy is disingenuous at best, and downright misleading at worst. The FEIR must address the fact that the demolition of the Barry Building is inconsistent with the Community Plan’s policies regarding historic preservation. Such a severe inconsistency – the complete removal of an historic resource in the face of a policy to *preserve* such resources – cannot be deemed an “insignificant” impact.

Response to Comment No. 4-25

An analysis of the project's consistency with Policy 17-1.1 has been added to Section III, Additions and Corrections, of this Final EIR. In short, the proposed project is consistent with this policy, as the policy only applies to identifying historic and cultural monuments for the purpose of fostering public appreciation and public education, and the Barry Building is identified as a City of Los Angeles Historic-Cultural Monument. Despite the fact that the project is consistent with Policy 17-1.1, the project is not consistent with the overarching objective, which is to ensure that historic and cultural resources are preserved. However, that does not create a new significant land use impact since inconsistency with this objective is duplicative of the impact caused by being inconsistent with Policy 1-4.1.

Comment No. 4-26

The project is also inconsistent with other goals and objectives of the Community Plan. These include Objective 2-3, which focuses on protecting pedestrian-oriented areas, specifically, Policy 2-3.3, “Ensure that commercial projects achieve harmony with the best of existing development.” The DEIR’s insufficient analysis of the project’s access driveways along San Vicente does not assure that the protection of pedestrian nor harmony with the existing development.

Response to Comment No. 4-26

The program by which Community Plan Policy 2-3.3 is intended to be applied is through implementation of the San Vicente Scenic Corridor Specific Plan and Design Guidelines. The proposed project is consistent with the development standards contained in the San Vicente Scenic Corridor Specific Plan, as discussed on pages IV.H-36 to IV.H-38 of the Draft EIR. The Specific Plan allows driveways on lots located on the north side of San Vicente Boulevard, when no other means of access to parking exists. Although the project site extends to Saltair Avenue, the proposed project does not take access off of this side street at the specific request of the local community. The corresponding Design Guidelines also

recommend that vehicular egress should be located along a side street wherever possible, but do not mandate this. The Design Guidelines state only that entrances to parking areas should be minimal in size and their pedestrian impacts minimized. The driveways were designed to strike a balance between the pedestrian experience and adequate capacity to serve the anticipated access demands of the project without resulting in unacceptable vehicular queuing and traffic delays on the adjacent streets. Two driveways are not atypical or unreasonable within a 350-foot street frontage along the project site. The proposed driveways were separated in order to maximize the pedestrian-friendly paseos and plazas within the project frontage, and the driveway widths are as required to accommodate Fire Department access. Consistency with the Specific Plan and Design Guidelines will also be reviewed in detail by the Department of City Planning as part of the Project Permit Compliance Review and Design Review processes.

Comment No. 4-27

The project also fails to conform to Community Plan Objective 13-1, which requires conformance with performance standards for traffic, and appropriate road improvements. As explained in Policy 13.1.1, the Community Plan requires maintenance of an LOS E in commercial districts. The project will cause traffic to reach LOS F at key intersections. Policy 13-1.2 requires that “[n]ew development projects...be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.” The project’s ingress and egress have been insufficiently studied to assure that this policy will be satisfied. Policy 13-1.3 requires that non-residential traffic be discouraged from traversing residential areas by traffic control measures. The project is inconsistent with this policy because it employs *no traffic control measures* to discourage cut-through use of Saltair Avenue.

Response to Comment No. 4-27

The Brentwood-Pacific Palisades Community Plan was updated in June 17, 1998, and has not been comprehensively updated or revised since that time. In that regard, it should be noted that the current Plan provides that: “Goals, objectives, policies and programs are created to meet the existing and future needs and desires of the community through the year 2010.” Specific as to Policy 13-1.1 of the Community Plan, that Policy provides as follows:

“Maintain a satisfactory LOS for streets and highways not to exceed LOS “D” for secondary arterials, collector streets; not (to) exceed LOS “E” for Major Highways, and not to exceed LOS “E” in the community’s major business districts.

“Program: Capital Improvement Program (TIMP)”

LADOT’s policy is to calculate the Level of Service for intersections and not street segments. Accordingly, the traffic study for the proposed project analyzed Level of Service for intersections. Yet, assuming that the Level of Service for those studied intersections were used to determine the project’s consistency with this Policy, the traffic study indicates that the Level of Service for those intersections would be worse than the Level of Service indicated in the Policy. However, the Community Plan’s program to implement this Policy is through the City’s Capital Improvement Plan and the West Los

Angeles Traffic Improvement and Mitigation Plan (TIMP). The project is subject to the TIMP and the TIMP's transportation impact assessment fees. The proposed project will be obligated to pay about \$854,772 in TIMP fees. Therefore, the proposed project will comply with this standard.

It should also be noted that the Community Plan designates most of the project site for "neighborhood commercial" land uses with a corresponding zoning of C4. The Community Plan currently allows for 105,000 square feet of commercial floor area, and the applicant is requesting only 73,300 square feet. Therefore, the project is consistent with the Community Plan's land use designation and zoning.

Finally, as discussed more generally in Section IV.H, Land Use and Planning of the Draft EIR, simply because a proposed project does not comply with one policy in a General Plan does not mean that the project is inconsistent with the General Plan. There are many other General Plan policies noted in the Draft EIR with which the project does comply and, on balance, the Draft EIR correctly determines that the project is consistent with the Brentwood-Pacific Palisades Community Plan.

The commenter questions the proposed project's consistency with the Policy 13-1.2. Although it is acknowledged that the project could result in several of the study intersections deteriorating to LOS E to LOS F; Sunset Boulevard and Barrington Avenue, San Vicente Boulevard and Bundy Drive (west), Montana Avenue and San Vicente Boulevard during the PM peak hour, and Wilshire Boulevard and San Vicente Boulevard/Federal Avenue during the AM peak hour, it is important to note that only two of these locations, San Vicente Boulevard and Bundy Drive (west), and Montana Avenue and San Vicente Boulevard, are significantly impacted by the project. (Note also that if the installation of ATCS is not assumed in the future, as indicated in Table IV.L-12 in the Draft EIR, only two intersections would deteriorate to LOS F due to project traffic, Montana Avenue and San Vicente Boulevard, and Wilshire Boulevard and San Vicente Boulevard/Federal Avenue (the other two intersections would be forecast to operate at LOS F conditions prior to development of the proposed project). As described in detail in the Draft EIR and project traffic study, the project's driveway access, internal circulation, and on-site parking supply has have been designed so as to minimize disruption of the existing traffic flows in the area, in that the site provides adequate on-site vehicular storage for both entering and exiting vehicles (approximately 160 feet for each move), as described in detail in the Draft EIR and project traffic study. Finally, with respect to the commenter's concern about Policy 13-1.3, the proposed project is not expected to produce nor encourage additional traffic in the surrounding residential neighborhoods, other than that traffic originating within these areas, and as such, no significant project-related traffic impacts in these neighborhoods are anticipated, and as such, traffic control measures to discourage such traffic are not warranted.

Comment No. 4-28

The project is also insufficiently protective of adjacent residential uses, as required by the Community Plan. Policy 1-6.5 requires that "any proposed development be designed to enhance and be compatible with adjacent development." The project's compatibility with the residential neighborhood must be reconsidered.

Response to Comment No. 4-28

The objective that Community Plan Policy 1-6.5 is intended to promote is the limitation of development density in hillside areas to that which can be reasonably accommodated by infrastructure and topography, and the program by which it is applied is implementation of the Citywide Hillside Ordinance. The project site is not within the City's designated Hillside Area as defined in Ordinance 181,128 adopted in March of 2010. Neither is the project site subject to infrastructure constraints, as it fronts on San Vicente Boulevard, a Secondary Highway and main thoroughfare through the community of Brentwood.

Despite the questionable applicability of Policy 1-6.5 to the proposed project, the project has been designed to maximize compatibility with adjacent development, more specifically the adjacent residential neighborhood. This is done through: (1) incorporating a well-landscaped parking area to the rear of the site, which would provide an approximately 100-foot buffer between the commercial buildings and the residential properties; (2) orienting the commercial buildings toward San Vicente Boulevard; (3) establishing building heights consistent with the transitional height protections in the Los Angeles Municipal Code; (4) limiting all vehicular and pedestrian access to San Vicente Boulevard, away from the residential properties; (5) making parking invisible from, or otherwise unobtrusive on, the residential properties via the incorporation of a cantilevered landscape area with planters and screening walls along the north and northwest perimeters of the project site; and (6) retaining the residential land use on Saltair Avenue through development of one residential unit on the westernmost portion of the project site.

Comment No. 4-29

The DEIR takes at face-value the applicant's claim to be providing "local serving" businesses as required by the Scenic Corridor Plan. The FEIR should contain mitigation measures to ensure that the tenant mix of the proposed project is truly composed of "local serving" businesses (of which there are already many on San Vicente Boulevard, calling into question the veracity of the applicant's plans), as opposed to destination shops drawing shoppers from around the region. This is an important component of the Scenic Corridor Plan and the City should not take the developer's word for it that it will provide a local serving mix of tenants.

Response to Comment No. 4-29

One of the stated objectives of the proposed project is to "provide a mix of retail, office and restaurant uses that cater to the Brentwood community." The ultimate tenant mix will be determined by market conditions/demands, namely what businesses are needed and supported by the local Brentwood community. Assurances as to the tenants within the project is not appropriately imposed as a mitigation measure, as mitigation measures must be directly tied to an environmental impact. Rather, the commenter's statement is noted for the record and will be provided to the decision-makers for their review and consideration.

Comment No. 4-30

The DEIR also does not discuss the need for the Board of Public Works to approve any changes to the median or any roadway alignment changes along the San Vicente Scenic Corridor pursuant to the Scenic Corridor Plan (*Id.* At pp. 10-11; 15.) The DEIR should include this among the requirements necessary for project approval.

Response to Comment No. 4-30

Six various median alteration concepts are included in the Draft EIR as an optional project design feature. No roadway alignment changes are proposed. The commenter is correct in stating that, pursuant to the San Vicente Scenic Corridor Specific Plan, the Board of Public Works must hold a public hearing prior to any major alteration to the San Vicente Boulevard median. Although not expressly stated in Section II.E (Discretionary Actions and Approvals) of the Draft EIR, it is noted in Section II.F on Page II-48 that the “EIR is intended to cover all...local government discretionary or ministerial permits or approvals that may be required to develop the proposed project, whether or not they are explicitly listed above.” It is also noted on page II-48 that the Los Angeles Board of Public Works is among the City departments that may have jurisdiction over the proposed project.

Comment No. 4-31

D. THE DEIR DOES NOT ADEQUATELY ANALYZE THE IMPACTS OF THE REQUESTED APPROVALS FOR THE SERVICE AND SALE OF ALCOHOLIC BEVERAGES

The DEIR notes that the applicant seeks approval of a Conditional Use Permit (CUB) for the sale of on-site and off-site alcoholic beverages in three restaurants and a wine shop. The DEIR fails to evaluate the impacts of this application or its consistency with the requirements of the Los Angeles Municipal Code. The DEIR contains no information on the size, seating, or hours of operation of any of these establishments, rendering it impossible to assess the impacts as required by CEQA. Nor does the DEIR disclose what findings are required to be made and how the City purports to make them.

Response to Comment No. 4-31

Please refer to Response to Comment 6-15 regarding the established “Master Conditional Use Permit” and Plan Approval processes. Refer also to Response to Comment 6-19 regarding findings for the CUB as required by the Los Angeles Municipal Code.

Comment No. 4-32

The likely impacts of the issuance of a CUB for *four* separate establishments are through noise (from patrons, not only while dining, but while departing in their vehicles, including the surface parking lot), through increased traffic, and through the contribution to the overabundance of such establishments along the San Vicente corridor. Such premises can easily become a public nuisance if not properly conditioned and regulated. The potential for such impacts needs to be studied and analyzed in the DEIR.

Response to Comment No. 4-32

Please refer to Response to Comment 6-15 regarding traffic and noise impacts relative to the requested CUB, as well as the imposition of conditions of approval.

Comment No. 4-33

Under Los Angeles Municipal Code section 12.24, the Zoning Administrator is required to make a series of findings in order to approve a request for a CUB. All seven mandated findings must be found in the affirmative:

1. The proposed location will be desirable to the public convenience or welfare.
2. The location is proper in relation to adjacent uses or the development of the community.
3. The use will not be materially detrimental to the character of the development in the immediate neighborhood.
4. The proposed location will be in harmony with the various elements and objectives of the General Plan.
5. The proposed use will not adversely affect the welfare of the pertinent community.
6. The granting of the use will not result in an undue concentration of premises for the sale of dispensing of alcoholic beverages in the area.
7. The proposed use will not detrimentally affect the nearby residentially zoned communities in the area of the City involved or other sensitive uses.

The Zoning Administrator must be required to make each of these findings separately for each premises for which the CUB is requested, but must view these findings in light of the fact that *four* separate premises will be selling and serving alcohol within the same parcel. It is questionable whether the Zoning Administrator will be able to make all of the required findings. The Area Planning Commission has already questioned whether San Vicente Boulevard is “saturated” with alcohol licenses. Moreover, there are sensitive uses adjacent to the project site, including a church which hosts several meetings for recovering alcoholics (AA meetings) each week, an elementary school, and two pre-schools. The DEIR needs to address the impact of approving alcohol sales at four establishments under these circumstances.

Response to Comment No. 4-33

Please refer to Response to Comment 6-19 regarding findings for the CUB as required by the Los Angeles Municipal Code.

Comment No. 4-34

The DEIR does not appear to have considered the potential noise impact from many of the operational aspects of the proposed project. These impacts need to be assessed and appropriate mitigation measures identified to protect the neighboring residents from the adverse impact of such operations. The FEIR must include mitigation measures to shield the residential community from the adverse effects of the alcohol serving businesses. These measures should include at least the following requirements:

- Any outdoor dining area where alcohol is permitted to be served must be shielded from the residential neighborhoods to the north, east, and west.
- Any music or source of noise in excess of permitted volumes shall be confined to indoor seating spaces, and shall not be permitted to operate with opened doors or windows such that the interior noise is audible beyond the borders of the project site.
- The closing hours of alcohol-serving establishments should be identical to other area businesses, with the close of outdoor dining by 9 p.m., and the close of the restaurant by 11 p.m.
- Deliveries and trash pick up must be limited to reasonable hours (not early in the morning or late at night) that will not disturb nearby residents.

Response to Comment No. 4-34

Analysis of noise from the proposed outdoor dining uses is analyzed on Draft EIR pages IV.I-28 and IV.I-29. As stated therein, all of the proposed outdoor dining areas would be facing San Vicente Boulevard and would be shielded by the proposed commercial buildings from the existing off-site residential uses located to the north of the project site. The comment also provides suggested mitigation measures with respect to outdoor dining, closing times, and delivery/trash pick up times. As the proposed project would result in a less than significant impact with respect to operational noise, no additional mitigation measures are required. Nevertheless, the commenter's suggestions for conditions of approval for the project's entitlements are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-35

E. THE DEIR DOES NOT ANALYZE HOW INCREASED TRAFFIC WILL IMPACT EMERGENCY RESPONSE

While the DEIR's traffic analysis extensively discusses the highly congested conditions along San Vicente Boulevard in the vicinity of the project, the discussion of traffic conditions is literally confined to the traffic impact analysis. Unfortunately, for the residents of the area, traffic impacts are not so neatly cabined. Heavy traffic has an effect on all facets of life for those forced to endure it, but the effect is nowhere more devastating than when congestion delays the delivery of emergency response services. Yet

the DEIR ignores this potential impact to emergency response services when analyzing the proposed project's impact on emergency response capacity.

The DEIR concludes that four intersections near the project are significantly impacted by the additional traffic attributable solely to the project. These intersections are: San Vicente and Bundy, San Vicente and Montana, Montana and Bundy, and San Vicente and Barrington. It is thus beyond dispute that the project will contribute to the already congested conditions at the four locations, and doubtless at the intersections that were not studied, such as Saltair and San Vicente. BHA's scoping comments of May 2010 specifically asked that the DEIR assess the impact of increased traffic on emergency vehicles in and around the project area. Yet the DEIR addresses only whether there will be enough emergency personnel to provide emergency services based on the number of additional employees and patrons that are expected at the project. The analysis does not consider how an ambulance or fire engine may be delayed on San Vicente during the hours of the day when the intersections along San Vicente are operating at LOS E and F. If there is gridlock between Montana and Bundy – and there is an emergency within that area – what is the predicted delay in response time? How will emergency vehicles be able to pass through intersections which the DEIR considered unmitigable and frequently gridlocked?

Response to Comment No. 4-35

The comment states that increased traffic will impact emergency response. The Los Angeles Fire Department information report for the proposed project, included in Appendix J of the Draft EIR, states that response time from Fire Station No. 19 would be 4.2 minutes, Fire Station No. 37 would be 6.2 minutes, and Fire Station No. 59 would be 7.2 minutes, which meets the desired response times. The LAFD response times already take into account traffic in the area. Moreover, with respect to the commenter's question concerning the ability of emergency vehicles being able to maneuver through crowded intersections, the LAFD has experience responding to emergencies in congested areas throughout Los Angeles, through the use of lights/sirens, ability to direct traffic to the side of the road, and to drive on the wrong side of the road, if necessary.

Comment No. 4-36

In addition to the need to revise the analysis of impacts on emergency response, the City should address in the FEIR the current "brown-out" of 30 percent of the City's fire stations, caused by current budget shortfalls. This significant reduction in service requires a second look at the availability of fire protection in the area in light of a large new development. Finally, the emergency access to the site, during operation and construction is not disclosed in the DEIR, which simply refers to the requirements of other agencies without any detail. These details should be provided for analysis in the FEIR.

Response to Comment No. 4-36

The comment discusses the current brown-outs, or Modified Coverage Plan, which will remain in place until the July 5, 2011 implementation of the LAFD Deployment Plan. The Deployment Plan uses data analysis to determine neighborhood services and ensures that no fire stations are closed, no firefighters are removed, no apparatus are removed, and every station maintains both a fire engine and paramedic

resource. Under the Deployment Plan, no fire stations would be closed, including Fire Station No. 19, which would serve the proposed project.³ The CEQA guidelines state that a significant impact would be caused by the project if a new or physically altered fire protection facility would be needed. The proposed project would not require a new or physically altered facility. Emergency access and the direct route of Fire Station No. 19 to the project site are discussed on Draft EIR pages IV.K-7 to IV.K-8.

Comment No. 4-37

F. THE CUMULATIVE IMPACTS OF THE PROPOSED PROJECT ARE NOT ADEQUATELY DISCLOSED

CEQA contains specific requirements for the analysis of a project's cumulative impacts. An EIR must discuss "cumulative impacts" of a project, meaning those impacts "created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." (Guidelines, § 15130, subd. (a)(1).) The EIR must identify an appropriate geographic scope for cumulative impacts analysis and generate a list of past, present, and future projects that are likely to contribute to the cumulative impacts from the project at issue (*Id.* At subd. (b).) "Proper cumulative impact analysis is vital 'because the full environmental impact of a proposed project cannot be gauged in a vacuum. One of the most important environmental lessons that has been learned is that environmental damage often occurs incrementally from a variety of small sources. These sources appear insignificant when considered individually, but assume threatening dimensions when considered collectively with other sources with which they interact.'" (*Bakersfield Citizens for Local Control v. City of Bakersfield* (2004) 124 Cal.App.4th 1184, 1214 (*BCLC*) [quoting *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 114.) "[C]onsideration of the effects of a project or projects as if no others existed would encourage the piecemeal approval of several projects that, taken together, could overwhelm the natural environment and disastrously overburden the man-made infrastructure and vital community services. This would effectively defeat CEQA's mandate to review the actual effect of the projects upon the environment." (*Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300,306.) The DEIR is deficient with respect to analysis of the cumulative impacts of the various commercial projects slated for approval in the area of the project, including the compounding effects of additional restaurants, alcohol serving establishments, and new retail establishments in the area.

Response to Comment No. 4-37

The comment states that the cumulative impacts of the proposed and related projects are not adequately disclosed. Probable future projects are listed in Table III-1 and sourced from City of Los Angeles Department of Transportation, City of Santa Monica Planning Department, and a field survey of the study area to identify other projects. The list of 32 related projects within 2.0 miles is used to evaluate future traffic impacts and other impact categories, most notably utilities and service systems. The list includes

³ Los Angeles Fire Department, website: <http://lafd.org/lafd-spotlight/136-spotlight-articles/416-the-new-lafd-deployment-plan>, accessed July 12, 2011.

residential, office, retail, and restaurant uses. The comment states that the Draft EIR is deficient in analysis of the compounding effects of additional restaurants, alcohol serving establishments, and new retail in the area. The Draft EIR examines the physical environmental impacts of all related projects. CEQA does not examine the economic impact of these uses, except in cases of urban decay that could lead to significant impacts attributable to aesthetic blights and empty stores. The proposed project would consist of neighborhood-serving retail and restaurants and would likely not have an effect on other retail and restaurants identified in the related projects list.

Comment No. 4-38

II. THE DEIR'S ALTERNATIVES ANALYSIS IS INADEQUATE

An analysis of alternatives to a proposed project is a critical component of an EIR, yet the analysis of alternatives in the DEIR is considerably lacking, particularly with respect to analysis of alternatives that would preserve the Barry Building. As discussed above, the Barry Building was designated a Los Angeles City Historic-Cultural Monument by the Cultural Heritage Commission in 2007. No similarly designed building is located anywhere near this stretch of San Vicente, yet the proposed project intends to demolish it. The demolition of this architecturally and historically significant structure would be nearly without precedent in the City (the last such instance of destruction of a designated monument for purposes of new development that is known to historic preservationists was 1985). The Barry Building is not a vacant hull or an unattractive nuisance in the community – it is a vibrant space that is already occupied by neighborhood serving businesses. The DEIR acknowledges that the demolition of the Barry Building would be a significant, and unmitigable, impact on historic resources. Because there is no way to mitigate this impact of the lost cultural resource, an analysis of alternatives to demolition is particularly important to fulfill CEQA's mandate of informed decisionmaking.

“One of [CEQA's] major functions...is to ensure that all reasonable alternatives to the proposed projects are thoroughly assessed by the responsible official.” (*Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190,197.) CEQA requires an analysis of a reasonable range of alternatives to a proposed project, “which could feasibly attain the basic objectives of the project....” (Guidelines, § 15126, subd. (d).) Additionally, the EIR's discussion of alternatives must focus on the alternatives that are capable of avoiding or substantially lessening any significant environmental impacts, even if those alternatives would be more costly. (*Id.*, § 15126.6, subd. (b).) As one court explained:

“The [alternatives] discussion must ‘focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.’ A major function of the EIR is to ensure thorough assessment of all reasonable alternatives to proposed projects by those responsible for the decision.” (*Kings County Farm Bureau V. City of Hanford* (1990) 221 Cal.App.3d 692, 733 (quoting Guidelines, § 15126.6, subd. (d)(3)).)

The alternatives analysis is particularly important where it may demonstrate that a feasible alternative has fewer impacts than a proposed project. “An environmentally superior alternative cannot be deemed

infeasible absent evidence the additional costs or lost profits are so severe the project would become impractical.” (*Kings County*, 221 Cal. App.3d at p. 736.) “An EIR which does not produce adequate information regarding alternatives cannot achieve the dual purpose served by the EIR, which is to enable the reviewing agency to make an informed decision and to make the decisionmaker’s reasoning accessible to the public, thereby protecting informed self-government.” (*Id.* At p. 733.) The CEQA Guidelines require that the EIR identify any impacts that cannot be mitigated without implementation of an alternative, and to state why the project is being proposed in spite of these impacts (Guidelines, § 15126.2, subd. (b).) The DEIR falls short of these mandates.

Response to Comment No. 4-38

The comment raises the issue of whether Alternative 4 is feasible. Therefore, see Responses to Comments 4-41 (off-site preservation) and 62-5.

Comment No. 4-39

A. THE PRESERVATION ALTERNATIVE (ALTERNATIVE 4) IS INSUFFICIENTLY ANALYZED

The DEIR presents, as Alternative 4, a sketchily conceived and sparsely detailed proposal that preserves the Barry Building and constructs nearly 60,000 square feet of retail establishment around that building. The analysis of Alternative 4 is as notable for what it omits as for what it includes. The chart on DEIR page VI-3 illustrating the breakdown in square footage between the different types of uses proposed for the site reveals that there is *no information* in the DEIR providing any breakdown by types of use for Alternative 4. Meanwhile, each of the other alternatives studied is carefully broken down between retail, storage, restaurant, and outdoor dining, where applicable. The DEIR contains no data other than total square footage for Alternative Four.

CEQA guidelines require that there be “sufficient information about each alternative to allow meaningful evaluation, analysis and comparison with the proposed project.” (Guidelines, § 15126.6 (d).) Insufficient information is presented to adequately analyze Alternative 4, particularly as compared to the other alternatives studied in the DEIR. The discussion of Alternatives 1B, 2, and 3 spans 15 to 17 pages of the DEIR; the discussion of the impacts of Alternative 4 only covers 7 pages. While the other alternatives’ impacts are analyzed and data is presented showing trip generation calculations, critical movement analysis, wastewater generation, water consumption, solid waste generation, and electricity consumption for the other alternatives, *not one* of those impacts is analyzed in detail for Alternative 4. The DEIR does not even purport to explain why the analysis of Alternative 4 is so lacking. It contends that the uses would be in the same proportion as uses for the proposed project (DEIR p. VI-57) but goes no further to analyze impacts on this basis, making statements that suggest that the impacts of Alternative 4 will be “slightly less” than the impacts of the proposed project. (See, e.g. *ibid.* [analysis of traffic having “slightly fewer daily trips” than proposed project].) Reading the discussion of Alternative 4, one has the sneaking feeling that this analysis was slapped onto the DEIR at the last minute and that the drafters just didn’t have the time to analyze it properly. CEQA requires more, especially where the impacts avoided by the implementation of this alternative are otherwise unmitigable.

Response to Comment No. 4-39

The comment states that Alternative 4 (preservation alternative) lacks a breakdown of land uses, such as amount of retail, storage, restaurant, outdoor dining, and office, while retaining the 13,856 sf Barry Building. Since the projected square footage of Alternative 4 is only approximately 4% less than the proposed project (70,4534 sf versus 73,300), the Draft EIR properly assumed that Alternative 4 would have a similar proportion and mix of uses as the proposed project. The project applicant has submitted a report prepared by the Concord Group (see Comment Letter 62). This report assumes the following mix of uses for Alternative 4: retention of the 13,956 square foot Barry Building, 7,000 square feet of storage uses, 8,000 square feet of office uses, and 55,454 square feet of retail/restaurant uses.

With similar proportions of uses and a smaller overall project, the analysis for trip generation and utility consumption and generation would be slightly reduced compared to the proposed project, which is why full trip generation and utility consumption tables were not required for this alternative. In that regard, it should be noted that the size of the reductions in total square footage in the other alternatives were substantially greater than under Alternative 4, which warranted separate impact analyses for those other alternatives. However, a more detailed traffic analysis for Alternative 4 has been added to this Final EIR (see Section III, Additions and Corrections, under “Alternatives”). This traffic analysis shows that Alternative 4 would result in the same significant and unavoidable traffic impacts as the proposed project. In addition, Alternative 4 is the only alternative where draft plans were prepared. Further, additional information regarding Alternative 4 is included in Response to Comment 8-1, below.

Comment No. 4-40

The DEIR concedes that Alternative 4 would have fewer impacts than the proposed project in several critical respects. The historic preservation alternative “would not result in a significant and unavoidable impact with respect to loss of a scenic resource. Overall, implementation of this alternative would result in less than significant impacts with respect to views, shade/shadow, and light/glare. Visual resource impacts would be reduced to less than significant levels because of the preservation of the Barry Building compared to the proposed project’s significant and unavoidable impact resulting from the demolition of the Barry Building.” (DEIR p. VI-56.) Alternative 4 would also avoid impacts to historic resources. (DEIR, p. VI-58.) While the DEIR drums up several implausible impacts of Alternative 4, such as impeding the ability of the project to achieve its environmental goals, these arguments are specious at best. There is no reason that Alternative 4 could not rehabilitate the Barry Building (and conserve resources in so doing) using green building standards and materials. The DEIR already identifies Alternative 4 should be fully conducted so that the decision makers have the benefit of a full and complete analysis, as required in order to conclude, as the developer’s plans would require, that the alternative that preserves an historic resource should be rejected in favor of demolition. That decision should be a weighty one, and, if undertaken without a full documentary record, will be subject to legal challenge.

Response to Comment No. 4-40

As stated on page VI-65 of the Draft EIR, Alternative 4 is concluded to be the environmentally superior option compared to the other alternatives. However, by retaining the Barry Building, the project may not fully achieve project objective 1, which seeks architectural integration. Also, Alternative 4 may affect the ability to be competitive and achieve the economic goals under project objective 4. Further, additional information about Alternative 4 has been added to Response to Comment 8-1, below. Nonetheless, the analysis of Alternative 4 does explain to decision-makers that the preservation of the Barry Building would occur and reduce a significant impact to a less than significant level with respect to historic resources.

Comment No. 4-41**B. THE DEIR PREMATURELY REJECTS OFF-SITE PRESERVATION OF THE BARRY BUILDING**

On the basis of a single inquiry with the Los Angeles City Parks Department, the DEIR concludes that off-site preservation of the Barry Building is infeasible and ceases any analysis of this alternative. This analysis is insufficient. In *Laurel Heights I*, 47 Cal.3d at pp. 403-404, the Supreme Court explained why it is critical to provide adequate information regarding the feasibility of an alternative. The EIR in that case provided neither an assessment of existing sites where the facility at issue could be located, nor any discussion of the possibility of located such a site. (*Ibid.*) “[T]he EIR’s statutory goal of public information regarding a proposed project has not been met; the EIR provides no information to the public to enable it to understand, evaluate, and respond to the bare assertion of nonavailability of alternative space.” (*Id.* at p. 404. The Court explained that the key issue in an EIR’s discussion of alternatives is informed decision-making and public participation. By providing inadequate information, both of these functions were diminished. Such is the case here. By providing only a cursory assessment of the ability to identify an appropriate “receiving location” for the Barry Building, the DEIR fails to provide sufficient information to show that this alternative is genuinely infeasible. Because of the off-site preservation of the Barry Building would avoid a significant and unmitigable impact – indeed, an irreversible impact – the alternative must be studied in greater detail.

Response to Comment No. 4-41

The commenter raises issues concerning the analysis of the feasibility of the potential alternative of relocating the Barry Building to a different site. The commenter is incorrect that the Draft EIR’s analysis of the feasibility of such an alternative relied solely on one inquiry to the City’s Department of Recreation and Parks. In analyzing this alternative, the Draft EIR also relied on technical analysis from Galvin Preservation Associates (historical consultants), which concluded that the Barry Building would have to be relocated to a property within 2 to 3 miles of the project site along a commercial boulevard in order to maintain its historical significance. (Refer to Appendix N.) Based on another technical report included in the Draft EIR, the cost of acquiring such land would range from \$200 to \$500 per square foot. (Refer to Appendix L.) In addition to land acquisition costs, the applicant’s expert has opined in comment letter that it would an additional \$6,482,000 to render the Barry Building operational at that new location. Thus,

the total costs of relocating the Barry Building to a new location and making it operational would be significant. For those reasons, this alternative was considered infeasible.

Comment No. 4-42

C. EXISTING ZONING ALTERNATIVE (ALTERNATIVE 1B) INAPPROPRIATELY “STACKS THE DECK” IN FAVOR OF THE PROJECT

The DEIR includes, as required, a “No Project” Alternative (denominated Alternative 1A), which it appropriately analyzes as maintaining all land uses present on the site at this time. The DEIR also contains a different “No Project” Alternative (Alternative 1B), which is known as the “Existing Zoning Scenario.” Alternative 1B is clearly an effort to drum up the largest possible project that could be conceived within the existing zoning, but is not a valid “no project” alternative. The “no project” alternative in 1B still requires the demolition of the Barry Building, a component requiring approval of the Cultural Heritage Commission even under the existing zoning. Moreover, from the limited information provided, it is unclear whether the uses proposed in Alternative 1B require rezoning of part of the residential parcels for parking. The skewed analysis presented by the inclusion of a massive office building project that demolishes a protected historic resource as a “no project” alternative results in a “thumb on the scale” when the alternatives are being weighted against each other, and “mislead[s] the public and decision makers about the project’s advantages and disadvantages.” (*Woodward Park Homeowners Assoc. Inc. v. City of Fresno* (2007) 150 Cal.App. 4th 683, 719 [invalidating EIR which presented an alternatives analysis heavily skewed towards showing impacts from alternatives].) Alternative 1B should be eliminated as a “no project” alternative because it is not truly an alternative that is available to the applicant without significant discretionary approvals.

Response to Comment No. 4-42

The commenter raises issues concerning the analysis of Alternative 1B. That alternative was analyzed as one variation of the “no project” alternative required under CEQA. CEQA Guideline 15126.6(e) provides that an EIR must consider at least one type of no project alternative. Generally speaking, the no project alternative looks at what “would be reasonably expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with the available infrastructure and community services.” (Guideline 15126.6(e)(2).) The no project may mean a “no build” alternative in certain circumstances, but it may also mean “the proposal of some other project.” (Guideline 15126.6(e)(3)(B).)

As stated in the Draft EIR for the proposed project, Alternative 1B would be consistent with the existing General Plan, Specific Plan and zoning. The “entitlements” that would be needed for Alternative 1B would be required for any project in the project area, such as design review, site plan review and project permit compliance (refer to Draft EIR, page VI-13) are not “significant” discretionary approvals (as claimed by the commenter). Consequently, even though this alternative would need those approvals, the alternative is still “reasonably expected to occur in the foreseeable future if the proposed project were not approved.” Further, while an application for a permit to demolish or otherwise alter a historical monument under City Code may be subject to a temporary stay by the Cultural Heritage Commission, a

demolition permit remains ministerial in nature. For these reasons, a project similar to Alternative 1B is “reasonably expected to occur in the foreseeable future if the proposed project were not approved.”

Finally, it should be noted that the Draft EIR also included a variation of the no project alternative where the existing uses at the project site are maintained.

Comment No. 4-43

III. THE DEIR IS LEGALLY FLAWED IN OTHER CRITICAL RESPECTS

A. THE PROJECT DESCRIPTION IS INADEQUATE AND UNCLEAR

The DEIR’s description of the project is inconsistent in several respects, but most notably with regard to the various “concepts” proposed for mitigating traffic impacts on the project. “An accurate, stable and finite description of a project is a basic to an informative and legally sufficient EIR. A curtailed or distorted description of the project may “stultify the objectives of the reporting process.” (*Kings County*, 221 Cal.App.3d at p. 738.) An EIR must contain a general description of a proposed project along with “a clear statement of the objectives sought by the proposed project, which will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary.” (*San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App 4th 645, 654 (internal quotations omitted); see also Pub. Resources Code § 21061.) The repeated discussion in the DEIR of the six “concepts” for alterations to the median of San Vicente is confusing. The project description states that “[t]he project applicant has proposed for the project to include an optional project design feature that could be implemented to improve traffic flow and accessibility for both the project site and for other nearby businesses.” Are those “concepts” part of the project? Are they alternatives to some component of the project? Are they mitigation measures? Is the applicant required to fund and implement these? Or are they mere window-dressing to demonstrate that some modest effort has been employed to evaluate the traffic nightmare that will be created by this development? The EIR should be revised to make clear what, exactly, is being proposed at this time. The EIR should not, by including in the project this broad set of six “concepts,” provide a springboard for significant changes to the San Vicente median without further environmental review. However, as discussed below, the EIR must not segment the project improperly. The project description must be revised to clarify the status of the “concepts” discussed therein.

Response to Comment No. 4-43

The Draft EIR accurately described the proposed project as including an “optional project design feature” that would be one of the six suggested changes to the existing raised median along San Vicente Boulevard. (Draft EIR, p. II-33.) The applicant is suggesting these features as “options” to the design of the proposed project in recognition of the differences in the community concerning the advisability of making any changes to that median. However, the Draft EIR clearly described these potential changes to the median as part of the proposed project. For example, in Section II of the Draft EIR entitled Project

Description, these medians are described as part of the project description at pages II-33 and 34, and are shown in Figures II-14 through II-19.

In addition, the environmental impacts of this optional project design feature are analyzed throughout the Draft EIR. For example, both the Aesthetics and Cultural Resources sections in the Draft EIR discuss the effect of this project feature on existing coral trees along the median. (Refer to pages IV.B-8 and IV.E-22 through IV.E-24.) The Traffic section of the Draft EIR analyzes in detail the impact that these features may have on local traffic. (Refer to pages IV.L-92 through IV.L-99 of the Draft EIR.) Further, the construction impacts with respect to air quality and noise have been added to this Final EIR (see Section III, Additions and Corrections under “Air Quality” and “Noise”). For these reasons, the Draft EIR adequately discussed this optional project design feature and its potential environmental effects.

Comment No. 4-44

B. THE DEIR INAPPROPRIATELY DIVIDES THE ANALYSIS OF THE PROJECT’S IMPACTS BY FAILING TO PROVIDE FULL ANALYSIS OF THE IMPACT OF THE IMPLEMENTATION OF THE “CONCEPTS”

Although the DEIR’s project description is far from clear as to whether the “concepts” are a component of the project, the Los Angeles Department of Transportation (LADOT) appears to view the matter differently. In Appendix K-3, LADOT’s October 4, 2010, letter to Hadar Plafkin explains that these “concepts” are part of a “Voluntary Improvement Package,” which the applicant is required to guarantee as a condition of project approval. (See p.4.) As such, the “concepts” are very much a part of the project, and must be analyzed together with the project, so that the decision makers are aware of the sum total of the project’s impacts, together with *all* of the potential means for mitigating those impacts.

A “project” under CEQA is “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment...” (Guidelines, § 15378 (a).) The CEQA Guidelines specify that “where individual projects are, or a phased project is, to be undertaken and where the total undertaking comprises a project with significant environmental effect, the lead agency shall prepare a single program EIR for the ultimate project...” (*Id.*, § 15165.) As the Supreme Court has held, “[A]n EIR must include an analysis of the environmental effects of future expansion or other action if: (1) it is a reasonably foreseeable consequence of the initial project; and (2) the future expansion or action will be significant in that it will likely change the scope or nature of the initial project or its environmental effects.” (*Laurel Heights I*, 47 Cal.App.3d 1145, 1171.) “A public agency is not permitted to subdivide a single project into smaller individual subprojects in order to avoid the responsibility of considering the environmental impact of the project as a whole.” (*Orinda Assn. v. Board of Supervisors* (1986) 182 Cal.App.3d 1145,1171.) All reasonable foreseeable components of a project must be considered together because “the later the environmental review process begins, the more bureaucratic and financial momentum there is behind a proposed project, thus providing a strong incentive to ignore environmental concerns that could be dealt with more easily at an early state of the project.” (*Laurel Heights I*, 47 Cal.3d at p. 395.) The changes to the San Vicente median and/or other roadway improvements considered in the six “concepts” are

“reasonable foreseeable consequences” of the project; indeed, the applicant is required to *guarantee* their construction as part of the conditions of approval. BHA has been informed that the analysis of the six concepts in the DEIR is not intended to serve as final environmental review for these plans (and indeed, is too skimpy to be a final environmental review). Because the implementation of one of these concepts is part of the overall project, the EIR must provide the full information and analysis about these projects, and the City may not put these off for discussion in a separate, subsequent review. Such an approach downplays the overall impacts of the construction of *this* project, without which there would be *no need* for the median cuts and roadway improvements, and is contrary to the intent of CEQA that *all* of the impacts of a project be considered in one environmental document.

Response to Comment No. 4-44

The commenter contends that the Draft EIR did not analyze the environmental effects of the optional alterations to the existing median. Refer to Response to Comment 4-43 for a discussion of that issue. Further, contrary to the commenter’s suggestion, that environmental analysis is intended to be the final environmental review of those optional alterations to the median.

Comment No. 4-45

C. THE DEIR INAPPROPRIATELY DEFERS MITIGATION MEASURES

The DEIR contends that *no* mitigation measures are available to improve the traffic congestion that will be caused by this project. By failing to consider the implementation of *any* of the six concepts,” the DEIR ignores the incontrovertible fact that some of the measures evaluated in the concept *will* improve area traffic, even if it is impossible to mitigate the impacts to less than significant. CEQA requires the consideration of mitigation measures that will *minimize* impacts, even if such measures do not *eliminate* the impact. (Pub. Resources Code, §§ 21002.1, subd. (a) & 21100, subd. (b)(3).) By deferring consideration of the six “concepts” to an unspecified later date, the DEIR ignores a fundamental requirement of an EIR: proposed mitigation measures must be made available for public review and comment before the EIR is certified. (*Gentry v. City of Murietta* (1995) 36 Cal.App.4th 1359, 1393.) This requirement furthers the policy behind CEQA that environmental review should be conducted at the earliest possible point in the planning process. (*Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296, 301.) Delaying a decision on the “concepts: defers the determination of mitigation measures until a point well beyond the certification of the DEIR. This is unacceptable and in violation of clearly established requirements of CEQA. In *Sundstrom*, the Court of Appeal concluded that a mitigated negative declaration that required the applicant to impose mitigation measures recommended by a future study was illegal under CEQA:

“The requirement that the applicant adopt mitigation measures recommended in a future study is in direct conflict with the guidelines implementing CEQA. California Code of Regulations, title 14, section 15070, subdivision (b)(1) provides that if an applicant proposes measures that will mitigate environmental effects, the project plans must be revised to incorporate these mitigation measures “*before* the proposed negative declaration is released for public review...” (Italics added.) Here, the use permit contemplates that project plans may be revised to incorporate

needed mitigation measures after the final adoption of the negative declaration. This procedure, we repeat, is contrary to law.” (202 Cal.App.3d at pp. 306-307.)

The CEQA Guidelines explain that “[f]ormulation of mitigation measures should not be deferred until some future time.” (Guidelines, § 15126.4, subd. (a)(1)(B).) Although the determination of what improvements to make to area roadways may be fraught with controversy, if the City avoids making it now, it will violate CEQA for the reasons outlined above, leaving the EIR subject to judicial invalidation.

Response to Comment No. 4-45

The commenter claims that the City is deferring consideration of the proposal for alterations to the existing median. As stated in Responses to Comments 4-43 and 4-44, the Draft EIR analyzed the potential effects of that optional project design features and that analysis is intended to be the final analysis of those potential impacts under CEQA needed for the City decision-makers to take action on those optional project design features.

The commenter also asserts that the Draft EIR must consider the environmental effects of the proposed alterations to the median, as well as their feasibility to mitigate the project’s significant traffic impacts. As discussed in Response to Comment 4-43, the environmental effects of the proposed median alterations were fully discussed in the Draft EIR. Also, as would be the case with mitigation measures, the Draft EIR analyzed the effect of the proposed median alterations to mitigate the project’s significant traffic impacts. As stated at pages IV.L-98 and IV.L-99 of the Draft EIR, the proposed median alterations would lessen the significant impacts at certain intersections, but not to an extent where those impacts would become less than significant. Further, the some of the proposed median alterations (1, 1(a), 2 and 2(a)) would worsen the significant impact at one intersection (Montana Avenue and San Vicente Boulevard), and all of the proposed median alterations would worsen the impact at the intersection of Montana Avenue and Barrington Avenue (although not to the degree that the impact would become significant). Further, all of the proposed median alterations would cause an adverse impact to the coral trees in the median along San Vicente Boulevard since some of those trees would have to be removed to construct the median alterations. These adverse impacts that would occur only by virtue of implementing the median alterations could constitute a basis for the City decision-makers to conclude that the proposed median alterations are not feasible measures to reduce the project’s other significant traffic impacts, when it acts on the entire project.

Comment No. 4-46

D. AFTER THE DEIR IS REVISED AS OUTLINED ABOVE, IT MUST BE RECIRCULATED TO ALLOW FOR ADDITIONAL PUBLIC REVIEW AND COMMENT

The BHA has raised significant issues in its comment letter, and disclosed a number of ways in which the DEIR is inaccurate. Responding appropriately to the BHA’s comments will require significant revisions and new analysis in the FEIR. Thus, the FEIR cannot be certified until it has been re-circulated for public review and comment upon a substantial number of new issues evaluated for the first time in the FEIR. A lead agency must reissue the notice, re-circulate the EIR, and permit additional public comment prior to

certification “[w]hen significant new information is added to an environmental impact report” after notice and comment from the public but “prior to certification[.]” (Pub. Resources Code, § 21092.1.) Information is “significant” if its addition to the FEIR after circulation “deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.” (*Laurel Heights Improvement Assoc. v. Regents of the Univ. of Calif.* (1993) 6 Cal.4th 1112, 1130 (*Laurel Heights II*)). The California Supreme Court has recognized that re-circulation is required where new information discloses:

“(1) a new substantial environmental impact resulting from the project or from a new mitigation measures proposed to be implemented; (2) a substantial increase in the severity of an environmental impact unless mitigation measures are adopted that reduce the impact to a level of insignificance; (3) a feasible project alternative or mitigation measure that clearly would lessen the environmental impacts of the project, but which the project’s proponents decline to adopt; or (4) that the draft EIR was so fundamentally and basically inadequate and conclusory in nature that public comment on the draft was in effect meaningless.” (*Ibid.* (citations omitted); see also Guidelines, § 15088.5, subd. (a)(1)-(4).)

Response to Comment No. 4-46

The commenter accurately describes the legal test for determining when a Draft EIR has to be recirculated for additional environmental review under CEQA. However, neither the responses to the commenter’s comments nor to any other person’s comments raise the type of “significant new information” as to require recirculation of the Draft EIR.

Comment No. 4-47

When the draft EIR has been significantly modified after the close of the comment period, re-circulation is essential to provide the public with the full information and disclosures required by CEQA. “The revised environmental document must be subjected to the same ‘critical evaluation that occurs in the draft stage,’ so that the public is not denied an ‘opportunity to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom.’” (*Save Our Peninsula Comm. v. Board of Supervisors* (2001) 87 Cal.App.4th 99, 131 [quoting *Sutter Sensible Planning, Inc. v. Board of Supervisors* (1981) 122 Cal.App.3d 813, 822].) Recently, the Court of Appeal required re-circulation of an EIR where the EIR failed to implement adequate mitigation measures. (*Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1118.) the FEIR will require recirculation due to the need to augment and improve the analysis and discussion of many issues inadequately discussed in the DEIR.

Response to Comment No. 4-47

The commenter requests that the Draft EIR be revised and recirculated for additional public review. Please refer to Response to Comment 4-46.

Comment No. 4-48

IV. CONCLUSION

The DEIR's numerous deficiencies must be remedied – and the document recirculated for further comment – before the EIR can be certified. The impacts to traffic are predicted to be dire, yet are inadequately studied. The loss of a designated historic resource is an impact that can never be reversed or mitigated, yet the analysis of the alternatives that would preserve it are skimpy and illegally foreshortened. The discussion (it cannot be called an analysis) of the six “concepts” violates CEQA; it is either inadequate to support a decision on one of the six or an illegal segmentation and deferral of the project for later review. BHA looks forward to reviewing and commenting upon the recirculated FEIR.

Response to Comment No. 4-48

The comment reiterates the commenter's opinions that have already been responded to above. Nevertheless, the commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-49

Please find enclosed the document, “Review of Draft EIR for Traffic and Circulation Issues” re: the subject case, as prepared by Traffic Engineer, Allyn D. Rifkin, PE.

Brentwood Homeowners Association has also engaged as our Attorney, the firm of Strumwasser & Woocher, LLP, who will submit their “comments” re; the subject case, under separate cover to you.

Thank you for your kind attention to these Response Documents, submitted per the City Planning Department's requirements.

Response to Comment No. 4-49

The comment states that the traffic engineer Allyn D. Rifkin has enclosed comments regarding traffic and circulation, which are provided below. The comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-50

I am pleased to submit the following technical comments related to the Traffic and Circulation issues addressed in the Draft Environmental Impact Report (DEIR), which is in-turn based upon a traffic study prepared by Hirsch/Green Transportation Consulting, Inc (Revised Mar, 2010). The DEIR traffic analysis major conclusions are: that there are four arterial intersections impacted by the proposed development; that there are no feasible physical mitigation measures for these impacts; that there are no residential street impacts; and that there are no regional street impacts (pursuant to the Congestion Management

Program). The impacted intersections are: San Vicente/Bundy; Montana/Bundy; San Vicente/Montana; and San Vicente/Barrington. The City of Los Angeles Department of Transportation has commented on the traffic study, concurring with the conclusions and endorsing the voluntary improvement (subject to further design review) of a traffic signal at the project south-easterly driveway.

Response to Comment No. 4-50

The comment states that what follows are technical comments related to traffic and circulation. The individual comments are addressed below.

Comment No. 4-51

My major conclusion is that the DEIR is inadequate due to a number of inconsistencies in the analysis. These should be addressed in the final EIR. One important concern is the exclusion of San Vicente/Saltair Avenue intersection as a study intersection – with no disclosure of likely project impacts to that intersection. Equally important is the lack of disclosure of the likely up-stream congestion impacts of the proposed traffic signal at the easterly project driveway.

Response to Comment No. 4-51

The comment regarding “exclusion of San Vicente/Saltair...as a study intersection” is addressed previously in Response to Comment 4-15. The comment regarding analysis of potential “upstream” impacts on San Vicente Boulevard as a result of the proposed project’s exit-only driveway signal is addressed previously in Response to Comment 4-13. Therefore, no further responses to this comment are necessary.

Comment No. 4-52

The following comments are numbered for the convenience of review and discussion. The numbers are not meant to imply priority or importance.

Response to Comment No. 4-52

The comment provides an introduction to specific comments listed and responded to below, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 4-53

1. The traffic analysis appears to be inconsistent with a recent California Court of Appeal decision regarding the preparation of Environmental Impact Reports. The “Sunnyvale” case (Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council) suggests that an EIR must make the comparison of project impacts to the existing environmental setting. There is no table in the DEIR or in the accompanying traffic study and appendices that makes such a comparison

Response to Comment No. 4-53

This comment is addressed previously in Response to Comment 4-6. Therefore, no further responses to this comment are necessary.

Comment No. 4-54

Further, the reported “future” analyses throughout the DEIR assume that a public improvement (the implementation of the City’s Adaptive Traffic Control System – ATCS) would be in place by the time the project is constructed (see page IV-L.44). A 3% credit in the Volume/Capacity (V/C) ratio for the surface streets was assumed. This is in conflict with the necessary procedures implied by the “Sunnyvale” decision.

Response to Comment No. 4-54

The potential impacts of the project under the forecast “Future (2014) With Project” conditions, assuming that the future installation of ATCS does not occur, are described on page IV.L-48 and summarized in Table IV.L-12 of the Draft EIR (note that the commenter actually recognizes that this supplemental “No ATCS” analysis is provided in Comment 4-59).

Comment No. 4-55

2. The traffic counts used for the baseline of this DEIR are not representative of the existing environmental setting. They were taken during the year 2008 and extrapolated to the stated baseline year of 2010. The current traffic study policies and procedures promulgated by the Los Angeles Department of Transportation (LADOT) – “Traffic Study Policies and Procedures, December, 2010” – requires that traffic counts be no older than 2 years from the date of the traffic study. While these are barely within the limits of the LADOT’s policy, they are outdated for a description of the existing environmental setting which should include impacts from the construction on the nearby I-405 freeway, not reflective in the 2008 traffic counts. This freeway construction has negatively affected traffic circulation in the project study area.

Response to Comment No. 4-55

As noted by the commenter, the year 2008 traffic counts utilized in the traffic study are within LADOT’s 2-year time limitation for use of such data at the time the traffic study was prepared and approved. The comment regarding the effects of the currently ongoing construction on the I-405 Freeway (including the reconstruction of the Sunset Boulevard overcrossing and Wilshire Boulevard ramps) is addressed previously in Response to Comment 4-6 (footnote). No further responses to this comment are necessary.

Comment No. 4-56

3. The analysis of the Bundy/San Vicente intersection as two separate intersections understates the level of service. The Critical Movement Analysis (CMA) methodology for assessing level of service is tailed for 4-legged intersections because it is dependent on the summation of the through plus opposing left turn

traffic volumes. When treated as two 3-legged intersections, the opposing left turns for north-south traffic are left out of the analysis. The traffic analysis reduced the capacity at these separate intersections arbitrarily by 20% as part of an overall congestion acknowledgment.

Response to Comment No. 4-56

The analysis methodology utilized to evaluate the intersection(s) of San Vicente Boulevard and Bundy Drive was approved by LADOT. The CMA analysis methodology is not "...tailored for 4-legged intersections..." as suggested by the commenter, and is effectively utilized to evaluate intersections with both fewer and more approach legs. While the critical lanes at most intersections do consist of through traffic versus an opposing left-turn lane, the CMA analyses do not rely on this specific configuration to accurately assess the operations of any intersection, and are instead based on the highest combination of traffic volumes entering the intersection from opposite (or "opposing") directions. A key example of such conditions involves intersections equipped with "split" signal phasings, where all traffic in one direction is given the green indication while all traffic from the opposite direction is fully stopped, then the first approach is stopped and the opposite direction of travel moves through the intersection unopposed. In such circumstances, the highest volume of traffic in the "critical lanes" in each direction is calculated and used to determine the CMA value; in many instances, the critical lanes are the "through" moves in each direction, which would otherwise not conflict with each other if the signal did not exhibit "split" phasing.

Further, the San Vicente Boulevard/Bundy Drive intersections exhibit a number of unique geometric and signal phasing conditions that require their analysis as two separate intersections. First, the approach lanes along San Vicente Boulevard for both directions of travel are different at each intersection, and cannot be accurately evaluated if treated as a single location. The eastbound approach at San Vicente Boulevard/Bundy Drive (west) provides a left-turn lane and two through lanes, while the San Vicente Boulevard approach to the Bundy Drive (east) intersection exhibits two through lanes and a right-turn only lane; the approach configurations along westbound San Vicente Boulevard exhibit similar conditions, with the approach at Bundy Drive (west) providing one left-turn lane and two through lanes, while at Bundy Drive (east), two through lanes and a right-turn only lane are provided. If these two intersections were to be treated as a single intersection, the San Vicente Boulevard approaches would either have to be assumed to provide one left-turn lane and two through lanes (with the outer lane also allowing right-turns), or the approaches would have to be assumed to provide a left-turn lane, two through lanes, and a right-turn lane. The first scenario understates the capacity of the operations of the "downstream" Bundy Drive intersection by eliminating the exclusive right-turn lane. The second scenario overstates the capacity of the intersection because it assumes that the right-turning vehicles have their own approach lane at the "upstream" intersection, which is not the case. (For clarification, "upstream" refers to the first intersection encountered in the subject direction of travel, for example, Bundy Drive (east) when traveling westbound on San Vicente Boulevard, while "downstream" refers to the second intersection, or Bundy Drive (west) in the cited example.) As such, it is appropriate to evaluate the operations of these intersections separately in order to accurately identify not only the correct capacity but specific operations of each location.

Additionally, “through” traffic continuing either northbound or southbound on Bundy Drive through this location is provided with a ‘right-turn on red’ green arrow (identified as “right-turn overlap” in the CMA calculation worksheets contained in the appendix of the project traffic study in Appendix K-1 of the Draft EIR) at the downstream intersection in each direction from the exclusive right-turn only lanes, allowing such traffic to continue travel without stopping. This factor decreases congestion on both Bundy Drive and San Vicente Boulevard by essentially providing a “through” move for Bundy Drive traffic even though the two intersections are offset by approximately 150 feet. This operation could not be accurately “modeled” if the location were assumed to operate as a single intersection.

It is also of note that due to the offset configuration of the intersection, the northbound and southbound left turns do not conflict with the “through” moves, and left-turning traffic at the upstream intersection that does not turn right at the downstream intersection (representing traffic traveling on Bundy Drive that wishes to continue on San Vicente Boulevard) is stopped at the downstream location in order to allow the northbound/southbound “through” traffic to continue throughout the applicable signal phase. However, an examination of the CMA calculation worksheets contained in the appendix of the traffic study (Appendix K-1 of the Draft EIR) indicates that contrary to the commenter’s statement, the Bundy Drive left-turns for both intersections – the southbound approach at San Vicente Boulevard and Bundy Drive (west), and the northbound approach at San Vicente Boulevard and Bundy Drive (east) – are identified as the “critical lanes” (or exhibit volumes identical to the critical lane) for these approaches, and are therefore not “left out” of the analyses, but rather contribute directly to the calculation of the CMA value and associated LOS at both intersections.

It should also be noted that the Draft EIR (Table IV.L-11) identifies a significant impact during the PM peak hour at both intersections, and is therefore not “avoiding” potential significant project impacts due to the treatment of this location as two separate intersections.

As described in detail beginning on page IV.L-9 of the Draft EIR, the capacities of several of the study intersections, including San Vicente Boulevard and Bundy Drive, were adjusted (reduced) to account for observed congestion at the intersections which slows traffic progression through these locations. The adjustments vary by location, based on differences between the “baseline” CMA calculated level of service and the observed operations of that intersection. These adjustments therefore decrease the theoretical capacity of the subject intersections and produce a higher CMA value and associated LOS condition than would otherwise be identified without such adjustments, and therefore present a conservative analysis of the operations of these locations. It is also of note that the assumed reductions in capacity produce higher incremental impacts due to the project at these intersections as compared with the “typical” intersection capacities. The assumed intersection capacity adjustment methodology is consistent with LADOT traffic study methodologies, and the individual intersection adjustment factors were reviewed and considered to be appropriate by LADOT.

Comment No. 4-57

4. The estimation of net trips generated by the project is understated because assumptions for the existing traffic use differ from those of the proposed project. The analysis takes a 10% walk-in/pedestrian

discount for the project restaurant while stating that the existing restaurant use has only a 5% discount (see page IV-L.25). Similarly, the pass-by discounts have been inconsistently applied. The DEIR correctly (per LADOT Traffic Study Policies and Procedures, Attachment H (December 2010)) applies a 40% pass-by discount to retail for the proposed project, but varying discounts are applied to the separated parts of the existing project. The attached Exhibit 1 is an analysis of what the conclusions would be if more consistent discounts were applied to the existing and proposed projects. Applying more consistent assumptions would increase the net daily trips by 260 trips (or 17.9%). Similar results could be extrapolated to the peak hour analyses.

Response to Comment No. 4-57

This comment is addressed previously in Response to Comment 4-7. No further responses to this comment are necessary.

Comment No. 4-58

5. The assumed trip distribution from the east (10%) is significantly lower than assumed from the west (30%). This unequal distribution effects the conclusions regarding the need for mitigating return trips from the project driveway to the east and the need for a proposed break in the San Vicente Boulevard median (see Figure IV.L.3).

Response to Comment No. 4-58

This comment is addressed previously in Response to Comment 4-8. No further responses to this comment are necessary.

Comment No. 4-59

Table IV-L.12 of the DEIR is a presentation of future conditions without ATCS leaves out intersection #7 – Montana/Bundy. The reader is unable to conclude what the effect the erroneous assumption of ATCS has on this impacted intersection.

Response to Comment No. 4-59

As noted on page IV.L-44 of the Draft EIR, many of the study intersections located within the City of Los Angeles are currently equipped with both ATSAC and the subject ATCS upgrades, including the intersection of Montana Avenue and Bundy Drive (along with Sunset Boulevard and Kenter Avenue, Montana Avenue and Barrington Avenue, Wilshire Boulevard and Bundy Drive, Wilshire Boulevard and Barrington Avenue, and Wilshire Boulevard and San Vicente Boulevard/Federal Avenue), while the intersection of San Vicente Boulevard and 26th Street is within the City of Santa Monica, which does not exhibit either ATSAC or ATCS coordination. As a result, these intersections are not affected by the assumed future installation of ATCS, and the operations of these intersections would not change from the conditions shown in Table IV.L-20 if ATCS were not installed. As noted in the Draft EIR, Table IV.L-12 lists only those locations where ATCS is not currently implemented.

Comment No. 4-60

7. The parking analysis understates the need for parking. While the trip generation acknowledged the proposal to have a significant patio service for restaurant (see page IV-L.25), the parking generation does not (see page IV-L.51). Further, the assessment of parking needs for the ancillary storage (7,000 square feet) as a separate use ignores this as an integral part of the other related uses in the project. The conclusion that the project will provide approximately 103 parking spaces in excess of the City parking code is misleading. While the City municipal code and specific plan requirements may be appropriate metric there is evidence that those requirements may not be realistic or adequate. The parking concerns expressed in the Brentwood Homeowners Association scoping comments refer specifically to a recently proposed close-by 3,000 square foot restaurant relying on all off-site parking and needing a valet service (Letter to David J. Sommers, May 13, 2010, page 3). Further evidence of parking impacts is the multitude of parking restrictions on the adjacent residential community (see attached photos). The public and decision makers should be apprised of a more independent assessment of parking need, such as included in the ITE's Parking Generation reports.

Response to Comment No. 4-60

This comment is addressed previously in Response to Comment 4-17. No further responses to this comment are necessary.

Comment No. 4-61

8. The analysis of residential street impacts appears inadequate and also to be in violation of the Sunnyvale court decision. The analysis utilizes future traffic volumes to determine thresholds of significance and impacts while ignoring a discussion of the existing environmental setting. There is no discussion of the extremely substandard roadway width of parts of Saltair Avenue, which, in the presence of parked cars on either side of the street, restricts traffic flow to one single lane of traffic. There is substantial evidence of existing impact as evidenced by, for example, the attached pictures of parking and congestion impact on the adjacent Saltair Avenue, (see attached photos).

Response to Comment No. 4-61

This comment is addressed previously in Responses to Comments 4-6 and 4-10. No further responses to this comment are necessary.

Comment No. 4-62

9. Because of the parking impacts on Saltair Avenue, Westgate Avenue and other residential streets as well, the construction staging and need to prohibit project construction traffic and parking on local residential streets has been noted and requested in the project scoping letters.

Response to Comment No. 4-62

This comment is addressed previously in Responses to Comments 4-19 through 4-21. No further responses to this comment are necessary.

Comment No. 4-63

10. The analysis of residential street impact specifically to Saltair Avenue appears to be understated. The analysis assumes that none of the inbound trips would use Saltair Avenue (see page IV-L.85). The residential trips, a house on Saltair, would not be subject to this assumption and it is likely that the majority of the 5% locally generated traffic assigned to that neighborhood might use Saltair inbound as well.

Response to Comment No. 4-63

This comment is addressed previously in Response to Comment 4-9. Additionally, the trips generated by the proposed residential component of the project (1 single-family house) are included in the net project trips assumed to utilize Saltair Avenue. It is of note that the proposed project will replace 2 existing houses with a single house, thereby resulting in a slight reduction in traffic (9 net daily trips, including 1 outbound trip during the AM peak hour, and 1 inbound trip during the PM peak hour) along Saltair Avenue.

Comment No. 4-64

11. The existence of a licensed pre-school on Saltair Avenue, just north of the proposed project increases the concerns regarding traffic impacts on Saltair Avenue. The DEIR does not discuss the conflicts of project peak hour trips with the loading and unloading of school children proximate to the project site. The existence of the pre-school adds to the Community's concerns for construction staging impact mitigation on Saltair Avenue, Westgate Avenue and on residential streets in general.

Response to Comment No. 4-64

This comment is addressed previously in Responses to Comments 4-9, 4-10, 4-19, and 4-20. No further responses to this comment are necessary.

Comment No. 4-65

12. The proposed traffic signal for the exit driveway (at the south/east corner of the project) is likely to have traffic circulation impacts. The need for this driveway and signal is described as a project feature. Immediately south/east of the proposed project driveway there is evidence of significant driveway conflict (CVS and Bank of America/Soup Plantation driveways) affecting the flow on San Vicente Boulevard (see attached pictures). These congestion effects would be exacerbated by the new traffic signal, which would be placed at a less than ideal spacing to the existing traffic signals and would have a negative impact on the existing adjacent tow-way driveway for the CVS parking lot. Further, there is substantial pedestrian traffic on to the sidewalk crossing the new driveway. The congestion and

pedestrian safety impacts of an unusual and unexpected mid-block traffic signal should be included in the DEIR. Given the observations expressed, both in scoping letters and in the DEIR regarding the queuing effects on congestion of nearby intersections, a traffic simulation model might be required to properly evaluate the projected impacts.

Response to Comment No. 4-65

This comment is addressed previously in Responses to Comments 4-11, 4-12, 4-13, and 4-26. Additionally, contrary to the commenter's statement, the proposed signalization of the project's exit-only driveway is located nearly equidistant from the existing traffic signals at San Vicente Boulevard and Bundy Drive (east) (approximately 690 feet) and at San Vicente Boulevard and Montana Avenue (512 feet), and therefore present an appropriate location for a new signal. The signalization of the project's driveway is not "...an unusual [or] unexpected..." condition, as there are a number of signalized mid-block driveway locations throughout the region, with the most notable nearby examples being the Pico Boulevard parking entrance to the western portion of the Westside Pavilion, and the Broadway entrance to the Santa Monica Place parking garage, both of which utilize traffic signals to control both pedestrian and vehicular traffic. It is also of note that such signalized driveways provide "walk/don't walk" indications for pedestrians crossing the driveways, warning pedestrians when vehicles are about to receive the "green light" to enter or exit the driveways, and thereby increasing pedestrian safety at these locations. Additional measures such as "pedestrian approaching" warnings for vehicles exiting the driveway (similar to measures installed at various parking garage exits in Century City and downtown Los Angeles) could also be implemented to further minimize potential pedestrian and vehicular conflicts. It should be noted that the entire stretch of San Vicente Boulevard through the Brentwood community exhibits a number of uncontrolled driveways, including the Bank of America and CVS Pharmacy driveways noted by the commenter in photos attached to the comments. Those photos show relatively few pedestrians, but the one photograph that does indicate pedestrian activity clearly notes that the exiting vehicle (at the CVS Pharmacy westerly driveway) is, as noted by the commenter, "...waiting for pedestrians to pass by..." The proposed project driveways are not expected to present any unique pedestrian/vehicular conflicts, and as described above, the proposed signalized driveway would actually reduce such conflicts. As such, no significant pedestrian safety issues are anticipated.

Comment No. 4-66

13. The traffic analysis did not include the intersection of Saltair Avenue and San Vicente Boulevard as a possible impacted intersection. The fact that the DEIR contains significant discussion about the potential signalization of this congested intersection acknowledges the scoping concerns expressed in the Brentwood Homeowners Association in its scoping comments listing San Vicente Boulevard/Saltair as an intersection of concern (Letter to David J. Somers, May 13, 2010, page 4), yet there is no analysis of the project's potential impacts on the intersection.

Response to Comment No. 4-66

This comment is addressed previously in Response to Comment 4-15. No further responses to this comment are necessary.

Comment No. 4-67

14. The evaluation of the need for a traffic signal at Saltair Avenue and San Vicente Boulevard is flawed in that it implies that none of the project generated traffic would make U-turns at this intersection to make the return trip to the east. (see Figure IV-L.21/22). Instead, the analysis assumes that project traffic would use the traffic signal at the project driveway or at a new U-turn bay southeasterly of Saltair Avenue. The reader cannot verify the amount of assumed project U-turns at Saltair if these improvements are not implemented (per alternatives 2 or 2a).

Response to Comment No. 4-67

The traffic signal warrant analyses prepared for the intersection of San Vicente Boulevard and Saltair Avenue evaluated “With Project” conditions at this intersection prior to the potential implementation of any of the conceptual San Vicente Boulevard median island u-turn lane modifications. The commenter’s statement that “...project traffic would use the traffic signal at the project driveway or [the] new u-turn lane...” is incorrect. In fact, a substantial amount of the project’s traffic was assumed to travel through this intersection. As shown in referenced Figures IV.L-21 and IV.L-22, during the AM peak hour, all 52 of the project’s outbound trips and 23 of the total 59 inbound project trips would travel through this intersection, while during the PM peak hour, all 204 outbound project trips and 91 of the total 234 inbound project trips would travel through this location. These values accurately represent the project trips assumed in the analysis of the signalized study intersections, as shown in Figures IV.L-5 and IV.L-6.

It should be noted that the project traffic study does not assign any project-generated trips to the westbound-to-eastbound u-turn move at San Vicente Boulevard and Saltair Avenue. However, this assumption was included in the traffic study in order to maximize the amount of project traffic traveling through the signalized intersections of San Vicente Boulevard and Bundy Drive, Bundy Drive and Montana Avenue, and San Vicente Boulevard and Montana Avenue, as shown in Figure IV.L-5 and IV.L-6, therefore providing a conservative analysis of the potential project impacts to these locations. This assumption does not minimize the effects of the proposed project on the intersection of San Vicente Boulevard and Saltair Avenue with regard to the signal warrant analysis, which is primarily based on total traffic volumes through the intersection (regardless of the specific move). Further, as described in the Draft EIR, the signal warrant analyses for this intersection indicate that it would meet the technical warrants for installation of a new signal, although no signal is recommended due to the reasons detailed in the Draft EIR. See also Response to Comment 4-15.

Comment No. 4-68

15. There does not appear to be sufficient distance for exiting project traffic to weave across two lanes of traffic on San Vicente Boulevard to utilize the alternative U-turn described as Alternative 1.

Response to Comment No. 4-68

The design of the San Vicente Boulevard median island u-turn lane referenced by the commenter (Concept 1, as well as Concept 1a) also includes the signalization of the project’s exit-only driveway (as

shown in the plans in Appendix K-2 of the Draft EIR). As described in the Draft EIR and project traffic study (pages IV.L-96 and page 89, respectively), the proposed signal at the project's exit-only driveway "...will permit project traffic to utilize the proposed new u-turn lane without having to attempt an unaided crossing of both a parking lane and two lanes of westbound San Vicente Boulevard traffic." Other median island u-turn concepts identified in Appendix K-2 of the Draft EIR provide sufficient distance between the u-turn lane and the project's exit-only driveway (Concepts 2 and 2a), or provide direct signalized access across the median island opposite the project driveway (Concepts 3 and 4).

Comment No. 4-69

16. The proposed driveway configuration (inbound at the west side of the project and outbound at the east side of the project) appears to be a reasonable proposal considering the level of blockage on San Vicente Boulevard and Saltair Avenue. To minimize the project impacts, the inbound and outbound driveways should be wide enough for at least two cars of traffic in the event that parking ticket gates are to be utilized. The project PM peak hour traffic at this driveway will be an estimated 278 vehicle per hour inbound and 285 vehicles per hour outbound, while the nominal capacity of a coin operated gate is approximately 175 vehicles per hour (see LADOT Manual of Policies and Procedures, Section 321 – Driveway Policies, Appendix A, page 8).

Response to Comment No. 4-69

The commenter's support for the proposed project driveway operation scheme (entry-only driveway at the western end of the site and exit-only driveway at the eastern end of the site) is acknowledged and is provided to the decision-makers for their consideration. Regarding the comment discussing the number of driveway lanes, as indicated on page IV.L-52 of the Draft EIR, "...although both the internal site entry and exit drive aisles connecting the driveways to the on-site parking lot are wide enough to accommodate two lanes...it is recommended that both of the drive aisles be limited, through pavement striping or signage, to a single travel lane for safety and operational purposes." However, it is possible to provide two lanes on both the entry and exit driveways at or near the project parking lot itself (at the northern ends of both driveways) in order to improve access efficiency and/or provide for an alternative access lane in the event of temporary blockage or failure of one of the driveway gates.

Comment No. 4-70

17. The DEIR does not address an alternative significant congestion relief measure that could create a third west-bound lane on San Vicente Boulevard. This could be accomplished by parking restrictions that would limit parking to loading/unloading during non-peak times and a prohibition for any parking during the PM peak hour. Or, if the need to retain on-street parking is deemed too important, then the development could provide a third west-bound lane by setting back the building line another ten feet and setting back the curblin another ten feet (preserving the sidewalk width) along the project frontage. This improvement would relieve anticipated congestion issues in front of the building and better serve the ingress/egress.

Response to Comment No. 4-70

This comment is addressed previously in Response to Comment 4-14. No further responses to this comment are necessary.

Comment No. 4-71

Repeating my overall conclusion regarding the DEIR, the DEIR is inadequate due to a number of inconsistencies in the analysis. I would recommend that all of the above-mentioned issues be addressed in the final EIR.

Response to Comment No. 4-71

All of the comments have been addressed above. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. No further responses to this comment are necessary.

LETTER NO. 5

Marilyn Krell
South Brentwood Residents Association
149 South Barrington Ave. #104
Los Angeles, CA 90049

Comment No. 5-1

I am writing on behalf of the South Brentwood Residents Association (SBRA). SBRA represents approximately 3,000 home-owners and renters who reside in the area south of San Vicente Blvd., north of Wilshire Blvd., east of Centinela Avenue and west of Federal Avenue. Additionally, SBRA represents the interests of all residents living in multi-family dwellings throughout the Brentwood community.

Because SBRA includes the residential areas immediately south of San Vicente, our neighborhood is strongly impacted by the project design, and we are particularly concerned about traffic and pedestrian safety.

We have reviewed the letter prepared by the Brentwood Community Council and agree with its issues and recommendations. In particular, we believe that the DEIR is insufficient in the following areas:

Response to Comment No. 5-1

The comment provides general introductory information about the South Brentwood Residents Association. Responses to the specific comments that are mentioned in this introduction are provided in Responses to Comments 5-2 through 5-8, below.

Comment No. 5-2

The DEIR understates the impact on traffic in the area because it only takes into account the impact on signalized intersections. [In determining the number of intersections that are significantly impacted, the DEIR ignores the intersection of San Vicente and Saltair, which does not have a signal. It also ignores the magnitude of the increased traffic on San Vicente that results when all cars entering the project are required to drive all the way to the west driveway in order to enter the project, and then again to drive from the east driveway to the west end of the building when exiting the project. *The DEIR needs to take into account the impact on San Vicente and at Saltair in order to design the project in a way that minimizes traffic in the area.* It is not sufficient to accept that the project will significantly impact four intersections that cannot be mitigated (plus non-significant impacts at six other intersections that were studied) without considering all alternatives that might reduce or eliminate the potential traffic problems caused by the project. The DEIR is deficient unless it incorporates recommendations that its traffic expert makes that benefit the community and improve traffic in the area, even if the benefits do not, by the City's guidelines, mitigate impacts to a level of insignificance.

Response to Comment No. 5-2

The comment that "...the Draft EIR ignores the intersection of San Vicente and Saltair..." is addressed previously in Response to Comment 4-15. The comment regarding impacts to San Vicente Boulevard resulting from the proposed project driveway design and operations is addressed previously in Responses to Comments 4-11, 4-12, 4-13, and 4-26. The comment regarding project traffic mitigation is addressed previously in Responses to Comments 4-14, 4-16, and 4-45. No further responses to this comment are necessary.

Comment No. 5-3

The DEIR includes several "concepts" that include cuts to the median in order to allow people exiting the project to make left turns into and out of the project, plus U-turns on San Vicente more easily. The DEIR points out that not only could these cuts decrease the impact of traffic from the project, but they might also allow people exiting the buildings immediately to the east of the project to make V-turns more easily, thus reducing traffic in the area. *The DEIR is insufficient because it does not fully analyze the environmental impacts and potential benefits from these concepts. We believe that concept #4 in particular might reduce the impact of traffic from implementing the project. Therefore, it should be studied as part of the DEIR in order to determine whether it might mitigate traffic beyond what is shown in the current DEIR.*

Response to Comment No. 5-3

This comment is addressed previously in Responses to Comments 4-16, 4-44, and 4-45. No further responses to this comment are necessary.

Comment No. 5-4

The DEIR is not sufficient because it considers a "full service" driveway (one that allows both entry and exit from the same driveway) only in concept #4. This concept is not fully analyzed as part of the DEIR. The potential reduction in traffic by including a full service driveway to the east should be studied in any alternative that is proposed for the project, as having this "full service" driveway may mitigate the traffic problems caused by requiring all cars to drive the full length of the project both on entry and exit.

Response to Comment No. 5-4

This comment is addressed previously in Response to Comment 4-16. No further responses to this comment are necessary.

Comment No. 5-5

The DEIR is insufficient because it neglects to consider the hazards for pedestrians in a "Hazards" section. This is a serious omission that must be remedied in any future EIRs for the project. Currently, Pedestrians are unable to legally cross San Vicente between Saltair and Montana, and many, many pedestrians jaywalk. Saltair is also not a safe crossing, as it lacks a crosswalk. Adding in a project with

three new restaurants and a lot of retail space encourages many more pedestrians to cross San Vicente to access the project, thus significantly increasing the hazards to pedestrians. The traffic section of the DEIR assumes that 10% of the restaurant trips are pedestrians, which appears to be based on city-wide averages which are likely to understate the walk-in traffic in a commercial district such as San Vicente. Therefore, *the DEIR is insufficient in that it does not take into account hazards to pedestrians in its analysis. It also needs to study whether including a cut in the median which could incorporate sidewalks and crosswalks for pedestrians could reduce this hazard.*

Response to Comment No. 5-5

This comment is addressed previously in Responses to Comments 4-26 and 4-65. No further responses to this comment are necessary.

Comment No. 5-6

Table IV.L-18, which analyzes the concepts 3 and 4 (cuts in the median at the eastern driveway) incorrectly states that the concepts would cause degradation in PM peak traffic at Montana and San Vicente instead of an improvement. Based on the numbers provided, it should show -0.065 (improvement), not +0.065 (degradation).

Response to Comment No. 5-6

The commenter is correct. The value shown in the “Improvement (-)/Degradation (+)” column of Table IV.L-18 of the Draft EIR for the PM peak hour at the intersection of Montana Avenue and San Vicente Boulevard should read “-0.065” rather than “+0.065”, reflecting improvement in the operations of this intersection due to implementation of Concept 3 or Concept 4. However, this is a typographical error in the table only, and does not change the results of the analyses or conclusions regarding the effectiveness of these measures, as summarized on pages IV.L-97 and IV.L-98 of the Draft EIR.

Comment No. 5-7

The DEIR is insufficient because it does not consider the traffic impact mitigation improvement that would result from restricting parking during PM peak hours on the north side of San Vicente from the eastern driveway to Bundy.

Response to Comment No. 5-7

This comment is addressed previously in Response to Comment 4-14. No further responses to this comment are necessary.

Comment No. 5-8

The DEIR is insufficient because it did not incorporate the impact of a new traffic signal at the project exit on westbound PM peak traffic congestion and delay, and on pedestrians crossing the entrance and exit driveways

Response to Comment No. 5-8

This comment is addressed previously in Responses to Comments 4-13 and 4-65. No further responses to this comment are necessary.

Comment No. 5-9

Thank you for addressing our concerns. SBRA is supportive of creating local serving neighborhood projects such as this one whose retail and restaurant space will be a benefit to South Brentwood residents. However, we want to ensure that new projects are implemented in ways that minimize traffic increases in this often congested area, and new projects do not increase danger to pedestrians. As such, each of the preceding deficiencies in the DEIR must be addressed. Without adequate assessment, the City will not be able to determine whether project conditions can be designed and implemented that will mitigate project impacts, and unless the Draft Environmental Impact Report ("DEIR") is modified to study and describe each of the following items, the City cannot legally determine whether the project should be approved as proposed

Response to Comment No. 5-9

The comment provides general concluding information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. As such, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 6

Nancy Freedman, Chair
Brentwood Community Council
149 South Barrington Ave
Box 194
Los Angeles, CA 90049

Comment No. 6-1

Please file the attached letter of comments by the Brentwood Community Council on the Green Hollow Square Project.

Response to Comment No. 6-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 6-2

The Brentwood Community Council (“BCC”) is the broadest based Brentwood community organization. The BCC has 25 seats, including 14 from homeowner groups, 1 multi-family, 2 members-at-large, and 8 from organizations including public and private schools, religious, public safety, volunteer, environmental, and business districts. The stakeholders of all these organizations would realize significant adverse environmental impacts from the proposed project.

Each of the following deficiencies in the DEIR must be addressed. Without adequate assessment, the City will not be able to determine whether project conditions can be designed and implemented that will mitigate project impacts. Unless the Draft Environmental Impact Report (“DEIR”) is modified to study and describe each of the following items, the City cannot legally determine whether the project should be approved as proposed.

Response to Comment No. 6-2

The comment introduces the Brentwood Community Council and states that specific comments follow. Each specific comment is responded to, below.

Comment No. 6-3

Traffic Impact Analysis Report

The Traffic Impact Analysis [Appendix K-1] is inadequate and deficient because it does not study or disclose:

1. The traffic and transportation issues discussed above under Reduced Project Alternative 2.

Response to Comment No. 6-3

The potential traffic impacts of all project alternatives, including the “25% Reduced Project Alternative (Alternative 2)” referenced by the commenter, are summarized in Appendix K-2 of the Draft EIR. These analyses also include the effects of each of the potential San Vicente Boulevard median island u-turn concepts. The summary indicates that the 25% Reduced Project Alternative would eliminate the impact at San Vicente Boulevard and Barrington Avenue that occurs due to the proposed project, and would reduce the impacts at the 3 other significantly impacted locations, but not to less than significant levels.

Comment No. 6-4

2. The difference in the actual number of daily trips at all the intersections studied, and the difference in time delay between (a) San Vicente and 26th, and (b) San Vicente and Wilshire, in each direction, for the proposed project.

Response to Comment No. 6-4

Neither increases in daily traffic nor difference in travel time are used as parameters for evaluating the “significance” of the potential traffic-related impacts of the proposed project on signalized intersections by LADOT, nor by any other jurisdiction in Southern California. Daily traffic increases *are* used to evaluate potential project impacts to local/residential streets such as Saltair Avenue, and this data and the results of the analyses are contained in the Draft EIR beginning on page IV.L-83.

Comment No. 6-5

3. The traffic impact mitigation improvement that would result from restricting parking during PM peak hours on the north side of San Vicente from, at least, the proposed project exit to Bundy, and the impact of such a traffic mitigation on adjacent businesses.

Response to Comment No. 6-5

The comment is addressed previously in Response to Comment 4-14. No further responses to this comment are necessary.

Comment No. 6-6

4. The potential area roadway improvement of a new left/U-turn lane within the median opposite the proposed project for eastbound San Vicente traffic and, in particular, the impact it would have on the left/U-turn pocket at San Vicente and Montana for eastbound traffic. Only such a left/U-turn lane for westbound traffic is discussed on page 5 of Appendix K-1.

Response to Comment No. 6-6

The reference to “page 5 of Appendix K-1” is unclear. However, the provision of an eastbound San Vicente Boulevard left-turn lane opposite the project site is evaluated as “Concept 3” in the Draft EIR (beginning on page IV.L-92) and the results are summarized in Table IV.L-18, as well as in the table on page 5 of Appendix K-2.

Comment No. 6-7

5. Why the potential roadway improvements that the Traffic Impact Analysis [page v] states “would improve overall traffic flow along westbound San Vicente Boulevard, and provide improved local accessibility for both the project site and for other nearby businesses”, are not part of the discretionary approvals requested for the proposed project. The same deficiency is true for eastbound traffic.

Response to Comment No. 6-7

The comment is addressed previously in Responses to Comments 4-43 and 4-45. As such, no further responses to this comment are necessary.

Comment No. 6-8

6. Why the project applicant has omitted project design features that its traffic expert states in the DEIR would mitigate traffic by improving overall traffic flow in the community (albeit not mitigate impacts to a level of insignificance), including the “Optional Project Design Features” on page II- 33 of the DEIR and, in particular, Concepts 3 and 4 favored by the BCC Land Use Committee. The exact extent of mitigation of existing overall traffic, and mitigation of impacts from estimated proposed project traffic, from implementing either Concept 3 or 4 should be disclosed, as well as impacts on the protected median and Coral trees, for the benefit of decision makers and the community, even if not required by LADOT.

Response to Comment No. 6-8

The comment regarding traffic is addressed previously in Responses to Comments 4-16, 4-44, and 4-45. Further, the impacts to coral trees are addressed previously in Response to Comment 4-43. Therefore, no further responses to this comment are necessary.

Comment No. 6-9

7. The nature and degree of mitigation of project impacts on the Saltair/San Vicente intersection and on local/residential roadways from implementing each of the “Optional Project Design Features” on page II- 33.

Response to Comment No. 6-9

The effects on the intersection of San Vicente Boulevard and Saltair Avenue from implementation of the conceptual median island u-turn proposals is discussed beginning on page IV.L-92 in the Draft EIR.

None of the identified concepts is anticipated to change the amount of traffic (either project-related or non-project traffic) on any of the local/residential streets in the project vicinity, and therefore, these concepts would have no effect on the local/residential street impact analyses provided in the Draft EIR.

Comment No. 6-10

8. The impacts of a new traffic signal at the project exit on westbound PM peak traffic congestion and delay, and the impacts of such a signal on pedestrians crossing the entrance and exit driveways of the project where they intersect with the sidewalk, and the impacts of such a signal on Concepts 3 and 4 .

Response to Comment No. 6-10

This comment is addressed previously in Responses to Comments 4-11, 4-12, 4-13, 4-65, and 4-68. Additionally, as shown in Appendix K-2 of the Draft EIR, both Concept 3 and Concept 4 include signalization of the project's exit driveway, and as such, its effects are included in the analyses of these concepts. No further analyses are necessary.

Comment No. 6-11

9. The impacts, generally, on pedestrians, particularly the impacts from pedestrians jay-walking across San Vicente, which already occurs, and crossing San Vicente at Saltair where there is no crosswalk. The DEIR is deficient with respect to describing impacts on pedestrian safety from a traffic signal and/or median cut at the east end of the proposed project.

Response to Comment No. 6-11

The comment is addressed previously in Responses to Comments 4-26 and 4-65. No further responses to this comment are necessary.

Comment No. 6-12

LADOT Letter dated 10/4/2010

The LADOT letter, dated 10/4/2010 to Planning (Appendix K-3) states:

“Therefore, if the development of an alternative land-use configuration that would remove the potential traffic impacts projected to occur under the current project proposal is not possible, then it is DOT's recommendation that the applicant be required to provide equitable mitigation to the impacts identified above, in the form of a “voluntary improvements package” that will serve to support other regional and sub-regional projects in the area surrounding the project site, including consideration of additional access to eastbound San Vicente Boulevard, as identified in the traffic study report.”

The DEIR is deficient without a detailed description of the voluntary improvements package referred to by DOT, and a detailed description of the “additional access to eastbound San Vicente” referred to by DOT.

Response to Comment No. 6-12

The “voluntary improvements package” referred to in the LADOT letter, including the “additional access to eastbound San Vicente Boulevard”, refers to implementation of one of the 6 median island u-turn lane concepts identified in the Draft EIR, or similar improvements designed to the satisfaction of the Department, or in lieu of these measures, a “fair share” contribution toward future transportation improvements as identified in the West Los Angeles Specific Plan Update Nexus Study.

Comment No. 6-13

The DEIR is deficient without a disclosure of the details of the “construction work site traffic control plan” and “Transportation Demand Management Plan” referred to in the DOT letter.

Response to Comment No. 6-13

The preparation of a construction worksite traffic control plan is typically prepared following approval of a project, to be submitted for review and approval by LADOT prior to issuance of any construction permits for the project. This timeline allows for the necessary details, phasings, and durations of the project’s construction activity to be identified, so that appropriate traffic controls (including temporary lane closures and/or roadway striping and signage) can be designed, and will be included as a condition of approval for the project. Requirement of this plan prior to issuance of construction permits is a standard condition of projects located within the City of Los Angeles. Similarly, the preparation of a Transportation Demand Management (“TDM”) plan, as identified in Section 4.G of the West Los Angeles Transportation Improvement and Management Specific Plan (“WLA TIMP”) and referenced in the LADOT letter, is also typically required prior to the issuance of a project building permit, and will be included as a condition of approval for the project, ensuring that the project cannot be constructed without such a plan. However, it is of note that the project does not rely upon any TDM-related trip reductions as traffic impact mitigation, and inclusion of this condition is a standard condition of approval for projects within the City of Los Angeles per Ordinance 168,700.

Comment No. 6-14

The DEIR is deficient without an explanation of why the intersection at Sunset and Barrington is not listed in the DOT letter as a significantly impacted intersection by the project in view of that intersection on Attachment B to the DOT letter going from a LOS E at PM peak without the project to a LOS F with the project.

Response to Comment No. 6-14

As identified in LADOT’s current Traffic Study Policies and Procedures (December 2010), and summarized in Table IV.L-4 of the Draft EIR, “significant” traffic impacts are deemed to occur if the intersection CMA value increases due to project-related traffic by 0.010 or more and the final (“With Project”) intersection Level of Service is LOS E or F, by 0.020 or more when the final Level of Service is LOS D, or by 0.040 or more at LOS C, with no significant impacts are deemed to occur at LOS A or B.

As shown in Table IV.L-11 (and Table IV.L-12), the project's anticipated incremental impact during the PM peak hour at the intersection of Sunset Boulevard and Barrington Avenue is +0.008, with a final "With Project" level of service of LOS F. Therefore, despite a change in forecast intersection operations from high LOS E (CMA = 0.998) to low LOS F (CMA = 1.006), the incremental project-specific CMA increases are less than the applicable +0.010 CMA increase threshold, and are therefore not considered to be significant. Note that as shown in Table IV.L-12, which identifies the intersection levels of service and project-related impacts assuming that the programmed future implementation of the ATCS signal coordination upgrades are not implemented in the study area, including at the subject location, the forecast future "Without Project" operations for the intersection are identified at LOS F, and as such, the project would not result in a change in level of service. The incremental project would continue to remain at +0.008, and would still not be significant.

Comment No. 6-15

Conditional Use Permit to Permit Sale of Alcohol

The DEIR lists on page II-47 one of the discretionary actions and approvals as "Conditional Use Permit pursuant to Section 12.24.W.1 of LAMC to permit on-site and off-site sales of alcoholic beverages at three restaurants and a boutique wine/liquor store". The DEIR describes the proposed project as including 6,800 sq ft of restaurant space and 3,700 sq ft of outdoor dining area.

The DEIR is inadequate and deficient because it does not study or disclose the traffic and noise impacts of the "blanket" CUB requested, or the restaurant details necessary to assess the impacts, in particular:

Response to Comment No. 6-15

The Department of City Planning has an established "Master Conditional Use Permit" process which enables the consideration of multiple permits for alcohol sales for individual operators within a multi-tenant development. This process allows applicants to file for a Master CUB when tenant-operators of individual alcohol establishments within a development project are not known and, thus, the establishment details are not known. In such cases, a determination granting approval of such request must include a requirement for Plan Approval for the individual tenant spaces, pursuant to LAMC Section 12.24-M. Through both the Master CUB and Plan Approval processes, the Department of City Planning may impose any conditions necessary to assure that the establishments operate in a manner consistent with the required findings and adopted environmental analysis.

In regard to traffic impacts in particular, none would result from the CUB request in and of itself. The project traffic study conservatively assumed that the restaurants would be "high-turnover sit-down restaurants", which is the most traffic-intensive restaurant use. Further, this is the procedure utilized by LADOT for projects throughout the City, and is compatible with best engineering practices for estimating potential project trip generation and its associated impacts.

In regard to noise, the specific concerns of the commenter are addressed in the responses below (see Responses to Comments 6-16 through 6-23).

Comment No. 6-16

1. The location of each indoor and outdoor dining area, including its proximity to adjacent residences and noise impacts on those residences.

Response to Comment No. 6-16

Noise impacts with respect to the proposed outdoor dining locations are discussed on pages IV.I-28 and IV.I-29 of the Draft EIR. As concluded on page IV.I-29, impacts with respect to outdoor dining would be less than significant.

Comment No. 6-17

2. Whether alcohol will be sold in the outdoor dining area and, if so, until what hour in the evening, which is relevant to noise impacts.

Response to Comment No. 6-17

The applicant has requested that alcohol sales/service be allowed in the outdoor dining areas. Although specific tenants have not been identified, the applicant has requested that the hours of operation for the restaurants be permitted until 2:00 AM. Both the Department of City Planning, through the Master CUB and Plan Approval processes, and California Department of Alcoholic Beverage Control will have the opportunity to review the request and impose conditions of approval as deemed necessary to address any appropriate concerns. Noise impacts with respect to the outdoor dining areas are discussed in Response to Comment 6-16.

Comment No. 6-18

3. Whether parking for patrons and employees of late evening restaurants will be required to be subterranean which would mitigate noise impacts.

Response to Comment No. 6-18

The applicant is not proposing that parking for the patrons and employees of the restaurants be restricted to subterranean. Typically, projects such as this have employees park in a subterranean level so that the more convenient parking is more available for patrons. Patrons, however, may park either in the surface parking lot or in the subterranean level. Valet parking is also anticipated to be provided at the southern edge of the surface parking lot adjacent to the commercial center, and it is likely that evening patrons of the restaurants will use the valet service.

Comment No. 6-19

4. Whether there is a need for any one of three restaurants serving alcohol, or whether an analysis of the land use findings required by the LAMC to be made by a Zoning Administrator before issuing a CUB can be made in the affirmative

Response to Comment No. 6-19

There is no statutory requirement to demonstrate a need for a proposed use. Findings for the CUB, as required by the LAMC, were prepared by the Applicant and submitted to the Department of City Planning. The Department will review these findings and may modify and/or supplement them, as appropriate, during the decision-making process. The Department must make the necessary findings in the affirmative in order to grant the CUB request.

Comment No. 6-20

5. Which of the “standard” Zoning Administrator CUB land use, noise and aesthetics impact conditions will be accepted by the applicant and included in the Staff Report Recommendation.

Response to Comment No. 6-20

The Department of City Planning will determine what conditions of approval will be imposed on the Master CUB during their review of the application and based on the particulars of the project. If there are any conditions of approval recommended by the Department with which the applicant cannot comply, this will be addressed during the public hearing/decision-making process. If the Master CUB is approved, separate determinations will be issued for a Plan Approval for each individual tenant space proposing to sell alcoholic beverages. During this Plan Approval process, the Department of City Planning can re-evaluate the conditions of approval based on the details of each establishment.

Comment No. 6-21

6. Which of the master list of CUB land use, noise, and aesthetic conditions used by the BCC in connection with CUB applications, and submitted with the BCC scoping letter and attached again to this letter, the applicant will accept and will be included in the Staff Report Recommendation, particularly those conditions that an applicant must volunteer because they may not be imposed by a Zoning Administrator. For example, the restriction on advertising the sale of alcohol which affects aesthetics, and the restriction on sound being able to be heard beyond the premises which affects noise impacts.

Response to Comment No. 6-21

Please refer to Response to Comment 6-20 regarding the imposition of conditions of approval. The Department of City Planning may consider conditions volunteered by the applicant and/or suggested by others such as the BCC.

Comment No. 6-22

7. A process and timing for Plan Approval for each separate restaurant proposing to sell alcohol prior to its opening and a certificate of occupancy being issued in order to enable input on land use, noise, and aesthetic conditions appropriate to each restaurant’s specific operations and impacts which are not identified and are unknown at this time, including aspects of operations such as square footage size,

number and location of seating, hours of operation, type of license (full or beer and wine), drinks served at a bar or only with food.

Response to Comment No. 6-22

As noted in the Department of City Planning Zoning Administrator Memorandum No. 126, dated January 13, 2011, “a specific condition of approval shall be included in the determination for the Master CUP requiring a Plan Approval for the individual tenant space, pursuant to LAMC 12.24-M, at the time that the tenant-operator has been identified for the individual tenant space, prior to the establishment of the use within the subject tenant space.” The memo also states that Plan Approval applications for specific tenant spaces within Master CUBs must also be filed within the time limits stipulated in LAMC Section 12.24-J. The Plan Approval may also be further defined within the Master CUB determination.

Comment No. 6-23

Without study and disclosure of each of the above items, the DEIR does not disclose whether the proposed project conflicts with applicable land use plans, policies, and regulations of the Department of Planning adopted for the purpose of avoiding or mitigating the environmental effects of a CUP to serve alcohol at the proposed three restaurants.

Response to Comment No. 6-23

The comment reiterates the specific comments which are responded to above in Responses to Comments 6-15 through 6-22.

Comment No. 6-24

Mitigation Measures the DEIR Fails to Consider

The DEIR is insufficient and needs to be modified by including or considering the following mitigation measures on aesthetic, traffic, noise, and land use impacts:

1. No increase in project size permitted in the future - with limitations incorporated in architectural plans to prevent the addition of more stories.

Response to Comment No. 6-24

The comment proposes a mitigation measure that there should be no allowed increase in size in the future. However, CEQA requires analysis of only the proposed project and any reasonably foreseeable future expansion of the project. The applicant has indicated that it has no current plans for any future expansion of the project after its development. Nevertheless, the commenter’s suggestion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 6-25

2. Tenant and tenant employee onsite parking requirements will be provided in all leases, and required to be subterranean at all times.

Response to Comment No. 6-25

The comment proposes a mitigation measure regarding tenant and employee parking. However, there is no identified impact in the Draft EIR that would warrant such a mitigation measure. Nevertheless, the commenter's suggestion for additional conditions of approval in the project's entitlements is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 6-26

3. Over code parking will not be leased or covenanted to any specific offsite development, but may be part of a San Vicente business district pool of parking.

Response to Comment No. 6-26

The comment proposes a mitigation measure regarding parking. However, there is no identified impact in the Draft EIR that would warrant such a mitigation measure. Nevertheless, the commenter's suggestion for additional conditions of approval in the project's entitlements is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 6-27

4. If a left/U turn in the median opposite the Project is not approved at this time, there shall be a requirement for a Bond paid for by applicant in an amount sufficient to cover the full cost of approval, appeal, and construction of a median cut, with a required Plan Approval scheduled for one year after the certificate of occupancy for the Project, and the term of the Bond should be at least 12 years.

Response to Comment No. 6-27

The comment proposes conditions for the applicant to post a bond to cover the cost of implementation of one of the optional project design features. The commenter's suggestion for additional conditions of approval for the optional design feature is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 6-28

5. Parking will be validated and/or the cost will not exceed the average in the San Vicente business district.

Response to Comment No. 6-28

The comment proposes a mitigation measure regarding parking. However, there is no identified impact in the Draft EIR that would warrant such a mitigation measure. Nevertheless, the commenter's suggestion for additional conditions of approval in the project's entitlements is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 6-29**Construction Impacts**

The DEIR is inadequate and deficient with respect to its description of the construction stage of the proposed project, and the impacts on the nearby neighbors and the impacts on traffic and transportation on the surrounding streets. The DEIR is deficient unless it describes mitigation of those impacts, including haul routes and hours, hours of work on construction, amount of staging on-site and off-site, parking of worker vehicles, parking and holding of vehicles for delivery of equipment and materials, noise, and air quality. The DEIR needs to describe whether construction staging will occur on the residential lots on Saltair that are part of the proposed project and, if so, the impacts on the other residences on Saltair north of San Vicente. In view of the existing poor LOS at nearby intersections and the traffic counts for westbound PM peak traffic on San Vicente, it is essential that the DEIR describe the construction impacts on westbound PM peak traffic on San Vicente.

Response to Comment No. 6-29

See Responses to Comments 4-19 through 4-21 (and the information added to Section III, Additions and Corrections, of this Final EIR) with respect to construction traffic impacts, including construction staging, hauling, and parking.

Construction noise impacts are analyzed on pages IV.I-18 through IV.I-23 of the Draft EIR, and construction air quality impacts are analyzed on pages IV.C-27 through IV.C-31. The comment does not state a specific question with respect to construction noise and air quality and therefore, no further response is necessary.

Comment No. 6-30

The DEIR is inadequate with respect to describing the differences between the construction impacts and mitigation of those impacts with respect to the proposed project compared with the Alternatives, particularly the Preservation Alternative 4.

Response to Comment No. 6-30

The comment states that the Draft EIR does not describe the differences between construction impacts and mitigation of those impacts with respect to the proposed project compared with the alternatives. Draft EIR Section VI, Alternatives, analyzed the construction impacts with respect to air quality and noise for each alternative. Table VI-25 compares whether each impact would be similar, greater, or less than the

proposed project's construction impacts. Further, additional analyses concerning the project (including an analysis of haul route, construction staging, etc.) have been added to this Final EIR in Section III, Additions and Corrections, under "Project Description." As Alternative 4 is essentially the same size as the proposed project, the analysis of construction impacts added to this Final EIR for the project also applies to Alternative 4.

Comment No. 6-31

Cumulative Impacts

The DEIR is deficient with respect to its description of the cumulative impacts from the proposed project together with other possible projects with applications now pending. The following are pending projects of which we are aware.

The EIR for the proposed Bundy Village project at Bundy and Olympic disclosed significant impacts as far north as Bundy and San Vicente, and Barrington and San Vicente. The DEIR for this Green Hollow Square project must include those impacts in the study of cumulative impacts.

Response to Comment No. 6-31

As indicated in Draft EIR Table IV.L-9 and shown in Figure IV.L-10, the Bundy Village project is included in the cumulative development ("related projects") list (project no. 15), and its associated traffic effects on the study area streets and intersections is included in the analysis of future conditions described in the Draft EIR.

Comment No. 6-32

The large projects proposed near 26th and Olympic in Santa Monica will create traffic through Brentwood heading to the I-405, and will impact Bundy, Barrington, Montana, San Vicente, and Sunset Blvd - - the DEIR needs to study the cumulative impact of this additional traffic. It is clear that the existing developments in Santa Monica, such as the Water Garden, follow this traffic pattern through Brentwood heading to the I-405. Since traffic does not start or stop at city borders on a map, the regional statistics must be studied and disclosed, particularly when the pending EIRs along Olympic in Santa Monica could add 27,000 more daily car trips. **See map of planned development in Santa Monica on next page.**

Without data on all pending projects, it is not possible to determine impacts and determine whether conditions for the proposed project can be defined that would alleviate those impacts.

Response to Comment No. 6-32

The related projects list contained in the project traffic study and Draft EIR included all reasonably-foreseeable projects within the study area at the time the project traffic study was prepared, including 8 projects located within the City of Santa Monica, based on lists of potential development provided by LADOT and the City of Santa Monica. The commenter provides no specific information regarding the

sizes or trip-generating potential of the projects shown in the map attached to this comment (other than the general description associated with the “Olympic and Centinela/Bundy Project” (Bundy Village), which is already included in the project traffic study (see Response to Comment 6-31). Additionally, the potential development locations shown in the commenter’s map does not necessarily suggest that any actual development of these sites is anticipated within the timeline of the proposed Green Hollow Square project (horizon year 2014), as the map appears to simply identify past and potential future development sites that have or may have “development agreements” that permit development that exceeds the current City of Santa Monica zoning for the sites rather than identifying any specific development projects. In fact, the sites identified with any information at all (shown in red) note that they are sites with “pending” development agreements, but do not specify any development timelines. Further, the map includes speculative development locations noted as “unannounced redevelopment”, while other locations on the map note projects already developed, or exhibiting only the potential for “future development agreements” and as such, do not represent any identifiable projects.

It is also important to note that, in addition to the cumulative developments (“related projects”) contained in the project traffic study, the forecasting of potential future traffic conditions in the study area included the assumption of a 1.0 percent annual “ambient” traffic growth factor. As described on page IV.L-37 of the Draft EIR, this assumption is considered to be highly conservative, since, as documented in the Los Angeles County Congestion Management Program (“CMP”), the actual anticipated traffic growth in the “Westside” area encompassing and surrounding the study vicinity, is forecast to be approximately 0.80 to 0.85 percent annually, inclusive of both ambient growth and traffic from cumulative area development. Further, this traffic growth factor is used to account for expected increases in traffic resulting from general ambient traffic growth in the study vicinity due to ongoing regional population growth, *or from potential development projects not yet proposed or outside of the study area*. As a result, the estimation of potential traffic volumes in the study area under the forecast future year 2014 conditions is reasonable.

The commenter suggests that the potential developments identified would “...create traffic through Brentwood heading to the I-405...” and produce impacts in the project vicinity in a manner similar to the earlier-referenced Bundy Village project. A review of the earlier Bundy Village project traffic study indicates that traffic from that project seeking to travel on the I-405 Freeway primarily utilized Olympic Boulevard directly (Olympic Boulevard provides access to the Freeway via ramps on Sawtelle Boulevard and Cotner Avenue at Tennessee Avenue), or via the I-10 Freeway south of the site (via either Centinela Avenue or Bundy Drive). Some minor percentage of Bundy Village traffic did utilize Santa Monica Boulevard to access the I-405 Freeway, but no project traffic was anticipated to travel as far north as Wilshire Boulevard, San Vicente Boulevard, or Sunset Boulevard to reach the freeway. The potential cumulative projects noted by the commenter, like the Bundy Village project, are located primarily along Olympic Boulevard, and would likely access the I-405 Freeway via either Olympic Boulevard or the I-10 Freeway via the convenient Cloverfield Boulevard ramps. It is not anticipated that any traffic from these development areas would travel through Brentwood in order to reach the I-405 Freeway, and as such, would not be expected to substantially affect the traffic analyses contained in the Green Hollow Square project Draft EIR.

Comment No. 6-33**Reduced Project Alternative 2**

The DEIR is insufficient because the reduced project alternative simplistically reduces all elements - retail, restaurant, office, storage, and parking – by exactly 25%, and because the methodology is flawed that was used to conclude that this reduced alternative is not better because the impacts at 3 of the 4 impacted intersections would still be significant and unavoidable.

Common sense, as well as the DEIR, tells us that the reduction of total net new daily trips to 696 in the reduced project alternative, which is less than half the trips of the proposed project's 1,456 daily trips [Page VI-31] is going to significantly reduce the impacts on transportation and traffic, air quality, and public services. But the deficient and inadequate LOS (Level of Service) methodology states, for example, that the PM LOS at San Vicente and Bundy (west) is E without the project and F with the project [Table IV.L-11], and F with the reduced project alternative [Table VI-11]. It makes no sense to conclude that a LOS of F (Failed), which cannot be any worse, in both cases, means that a reduction of 52% of daily trips can be ignored because the impacts at the intersection would still be significant. The DEIR should disclose the difference in the actual number of daily trips at all the intersections studied, and the difference in time delay between (a) San Vicente and 26th, and (b) San Vicente and Wilshire, in each direction. Merely to say that an F is an F is an F results in an inadequate and deficient DEIR.

Response to Comment No. 6-33

The comment states that it makes no sense that the intersection at San Vicente Boulevard and Bundy Drive (west) would operate at Level of Service (LOS) F with the proposed project and the reduced project alternative, despite the reduction in trip generation of roughly 52 percent. The LOS of "F" applies to any Critical Movement Analysis (CMA) greater than 1.000, as illustrated in Table IV.L-2 of the Draft EIR. Once that threshold is reached, the LOS is classified as "F." Thus, it is possible for a large reduction in trip generation to not be enough to reduce an intersection's threshold CMA to below 1.000, as is the case with the proposed project and reduced project alternative. The Draft EIR does recognize that the reduction in trips at these intersections would produce an impact that was less in degree than the proposed project, although the impact would still be significant. The CMA summary for each intersection is shown in Draft EIR Appendix K-1 for the proposed project and K-2 for the alternatives.

Comment No. 6-34

Also, as stated above, presenting one reduced project alternative that reduces all elements by an equal percentage is insufficient. At the very least, the DEIR needs to study a re-allocation of square footage that reduces the restaurant and outdoor dining elements, which generate the most daily trips, by a greater percentage than the other elements, such as office, which obviously has fewer relative daily trips.

Response to Comment No. 6-34

The comment states that the Draft EIR needs to study an alternative that reduces the restaurant and outdoor dining elements at a greater percentage than the other elements such as office. As discussed on Draft EIR page VI-1, Section 15126.6(a) of the CEQA Guidelines states that an EIR shall describe a reasonable range of alternatives and that an EIR need not consider every alternative to a project. The Draft EIR lists a range of reasonable alternatives that would attain most of the basic objectives of the project. The rationale for the alternatives selected is on page VI-1. The five alternatives present a range of options, from the 25 percent reduction for the reduced density alternative (the smallest development besides the no build scenario) to the largest development as the existing zoning alternative. The proposed project and Alternative 4 (preservation) generally fit in the middle range between the 2 extremes. Further, the amount of restaurant space included in the proposed project has already been reduced from what the applicant originally proposed in response to input from the community.

Comment No. 6-35

Also the DEIR is inadequate and deficient because the requested Conditional Use Permit to permit the sale of alcoholic beverages at 3 restaurants in the reduced project alternative, as well as in the proposed project, is not supported by an analysis of the need for such restaurants, or an analysis of the findings required to be made by a Zoning Administrator before issuing a CUB.

Response to Comment No. 6-35

This comment is addressed previously in Responses to Comments 6-17 and 6-19. As such, no further response is necessary.

Comment No. 6-36**Preservation Alternative 4**

The DEIR states on Page VI-65: “Alternative 4 is considered to be the environmentally superior alternative, as it would result in impacts similar to those of the proposed project, and would reduce the significant and unavoidable impacts of the project with respect to both historic resources and aesthetics.”

Both the DEIR and the Gruen Report [Appendix M] refer to new retail and office spaces surrounding the Barry Building. There needs to be an explanation whether the omission of restaurant space was intentional or inadvertent.

Response to Comment No. 6-36

The comment states that both the Draft EIR and the Gruen Report in Appendix M refer to new retail and office space but do not mention restaurant space. This is an unintentional omission. Alternative 4 would have a similar proportion and mix of uses (retail, storage, restaurant, outdoor dining, and office) as the proposed project. The project applicant has submitted a report prepared by the Concorde Group (see Comment Letter 62). This report assumes the following mix of uses for Alternative 4: retention of the

13,956 square foot Barry Building, 7,000 square feet of storage uses, 8,000 square feet of office uses, and 55,454 square feet of retail/restaurant uses.

Comment No. 6-37

The DEIR is insufficient because it does not disclose in adequate detail the appearance of the preservation alternative. Although there is a verbal description in the Gruen Report, there are no graphic descriptions similar to Figure II-3, Figure II-4, and the other Figures describing the proposed project. Without comparable graphic descriptions, it is not possible to understand the extent the Barry Building will be visible to the public, or the extent it will or will not integrate with the proposed surrounding new development.

Response to Comment No. 6-37

See Response to Comment 8-1, below, for an additional view of Alternative 4.

Comment No. 6-38

Inconsistencies with Code

The DEIR does not adequately describe in detail the ways and the extent the proposed project is inconsistent with the San Vicente Scenic Corridor Specific Plan and the Brentwood - Palisades Community Plan. The DEIR is deficient because it does not describe how the proposed project impacts each element of these Plans wherever there may be a conflict with the purposes and guidelines of the Plans.

Response to Comment No. 6-38

No specific references are identified by the commenter as to which policies in the San Vicente Scenic Corridor Specific Plan and Brentwood-Pacific Palisades Community Plan are of concern. This lack of specificity makes a meaningful response impossible.

The project is consistent with the development standards contained in the San Vicente Scenic Corridor Specific Plan, as discussed on Page IV.H-36 to IV.H-38 of the Draft EIR. This consistency will be reviewed in detail by the Department of City Planning as part of the Project Permit Compliance Review and Design Review processes. In granting Project Permit Compliance Review, the Department must make findings that the project substantially complies with the applicable regulations, standards, and provisions of the Specific Plan and that the project incorporates mitigation measures as identified in the EIR which would mitigate the adverse environmental effects of the project, to the extent feasible. In granting Design Review, the Department shall approve a project only if it is in compliance with the specific plan regulations. If there are any inconsistencies, a Specific Plan Exception or Specific Plan Amendment would be required.

Consistency with the Brentwood-Pacific Palisades Community Plan is discussed on Page IV.H-27 through IV.H-36 of the Draft EIR. There are Community Plan policies related to historic resources and

transportation with which the proposed project is inconsistent, and these are identified as such and the impacts fully disclosed in the Cultural Resources and Transportation, Traffic and Parking sections of the DEIR. The project meets a substantial number of the applicable policies in the Community Plan and, therefore, the project, as a whole, is substantially consistent with the Plan. See also Responses to Comments 4-24 through 4-28.

Comment No. 6-39

Local/Residential Roadways, Including Saltair/San Vicente Intersection

The DEIR needs to analyze and disclose the impacts on possible alternative routes that traffic will take in order to avoid the significantly impacted intersections (such as San Vicente/Montana and San Vicente/Barrington) that cannot be mitigated (according to the DEIR), particularly the impacts on local/residential roadway routes between San Vicente and Sunset that commence with traffic heading north on Saltair from San Vicente and north on Bundy from San Vicente. Traffic already takes these routes to access Sunset going east to the 405, and it is unrealistic to ignore the likelihood that such traffic will increase when the project causes the eastbound San Vicente traffic to increase. Further, the DEIR is deficient because it does not study or disclose the full impact of the proposed project on the Saltair/San Vicente intersection, which is the intersection closest to the proposed project. If the impact would be significant (to vehicles and/or pedestrians), the DEIR will be deficient without such a study, even if compliant with arbitrary LADOT methodology that requires a study of only signalized intersections.

Response to Comment No. 6-39

The comment is addressed previously in Responses to Comments 4-8, 4-9, 4-10, 4-15, and 4-16. As such, no further responses to this comment are necessary.

Comment No. 6-40

Please include the Brentwood Community Council on the mailing list for future notices pertaining to this project. Please include this letter in the file.

Response to Comment No. 6-40

The comment requests that the Brentwood Community Council be included in future notices and that its letter be included in the file. The BCC will be included in future notices and its letter is included in the Final EIR.

LETTER NO. 7

Adrian Scott Fine, Director of Advocacy
Los Angeles Conservancy
523 W. 6th Street, Suite 826
Los Angeles, CA 90014

Comment No. 7-1

On behalf of the Los Angeles Conservancy, we submit the attached comments on the draft environmental impact report (DEIR) for the Green Hollow Square project which impacts the historic Barry Building.

Response to Comment No. 7-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 7-2

On behalf of the Los Angeles Conservancy, we submit these comments on the draft environmental impact report (DEIR) for the Green Hollow Square project which impacts the historic Barry Building. The Los Angeles Conservancy is the largest historical preservation in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles through advocacy and education. Since 1984, the Conservancy's all-volunteer Modern Committee has worked to raise awareness about Los Angeles' unique collection of mid-twentieth century modernist structures.

The Conservancy has long been an advocate for the protection of the Barry Building and for its ability to continue to function successfully as originally intended, and potential to be adaptively reused. With a feasible and environmentally superior alternative identified in the DEIR that would retain and incorporate the Barry Building as part of the new development, we strongly urge the City and the applicant to adopt a modified version of Alternative 4: Preservation Alternative as the preferred project.

Response to Comment No. 7-2

The comment provides general information about the Los Angeles Conservancy and also states its support for a modified version of Alternative 4 as the preferred project. As such, these general comments are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 7-3

1. The Barry Building is Los Angeles Historic-Cultural Monument #887

The Barry Building was designed by Los Angeles-based architect Milton Caughey (1911-1958) and completed in 1951 when postwar development was beginning to redefine Brentwood's San Vicente Boulevard commercial corridor. The distinctive and highly intact International Style building is arranged around a central courtyard which features integrated planting beds. A notable feature of the buildings sustainable design is the integration of louvers which shield south-and west-facing office windows from the sun's heat and glare.

In addition to its architectural significance, the Barry Building is a beloved community and cultural landmark as evidenced by the hundreds of residents who voiced their support for the nomination in 2007. The Conservancy worked closely with the Brentwood community to support designation of the Barry Building as a City of Los Angeles Historic-Cultural Monument (HCM), having repeatedly met with the Friends of the Barry Building, Councilmember Rosendahl's office, and representatives of the owners.

Response to Comment No. 7-3

The comment provides a general statement of significance of the Barry Building. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). As described therein, the Barry Building is designated Los Angeles Historic-Cultural Monument #887.

Comment No. 7-4

- a. Every effort should be made to avoid demolishing a designated historic resource.

As a designated Historic-Cultural Monument, the City and the Cultural Heritage Commission, its appointed panel of experts, has recognized the Barry Building as important to Los Angeles' heritage. WE believe as a designation historic resource, every effort should be made to retain and reuse the Barry Building. If the Green Hollow Square project is approved the Barry Building were demolished, its loss would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Although Los Angeles' current Cultural Heritage Ordinance cannot prevent the demolition of a Historic-Cultural Monument, it does allow the City to delay demolition. This delay period allows for further consideration of preservation alternatives, which has been successful in the past. As a result, there have been very few instances when a Historic-Cultural Monument has been demolished to make way for new development (excluding loss because of fire, earthquake damage, etc.).

The 1985 demolition of the Philharmonic Auditorium Building (HCM #61) remains an ever-present reminder that our city's landmarks can be vulnerable. Despite receiving HCM designation in 1969 for its rich cultural heritage and architectural significance, this prominent landmark opposite Pershing Square was demolished for a mixed-use project that never materialized. Twenty-six years after its demolition, the site remains a parking lot.

Response to Comment No. 7-4

The comment provides a general statement of opposition to the demolition of the Barry Building, and for consideration of a preservation alternative. The comment does note, however, that the Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments, although demolition can be delayed for the time period specified in the Ordinance.

Comment No. 7-5

- b. The Barry Building is also a historic resource under CEQA

As a locally designated landmark, the Barry Building is presumed to be historically significant under the California Environmental Quality Act (CEQA) and its demolition as proposed under the current project would constitute a significant adverse impact. In 2009 and again in 2010, the Conservancy submitted comments on the Notice of Preparation for two versions of the proposed project (previously named Brentwood Town Green), both of which called for the demolition of the Barry Building despite its status as a designated landmark. In addition to the Conservancy's comments, which stressed the need to consider an alternative in the DEIR that would adaptively reuse the Barry Building, letters were submitted by dozens of local residents strongly urging the applicant to retain the landmark Barry Building.

Response to Comment No. 7-5

The comment states that the Barry Building is a historic resource under CEQA. The Barry Building is acknowledged as a historic resource under CEQA (see Section IV.E. of the Draft EIR). The comment also provides a general call for preservation of the Barry Building, which is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 7-6**II. Under CEQA, the Lead Agency Must Deny Approval When Feasible Alternatives or Mitigation Measures Would “Substantially Lessen” Adverse Impacts**

A key policy under CEQA is the lead agency's duty to “take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history. “ To this end, CEQA “requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.” Courts often refer to the EIR as “the heart” of the CEQA because it provides decision makers with an in-depth review of project with potentially significant environmental impacts and analyzes a range of alternatives that reduce or avoid those impacts. Based on object analyses found in the EIR, agencies “shall mitigate or avoid the significant effects on the environment...whenever it is feasible to do so.”

The DEIR acknowledges that “the project would have a significant impact on historic resources with respect to the demolition of the Barry Building.” Proposed mitigation measures—including HABS and

photo documentation – would not reduce the impact to a less-than-significant level. Additionally, proposed mitigation measure E-2 to make “a good faith effort” to sell the Barry Building to a third party for relocation to a different site, cannot be considered meaningful mitigation unless the applicant provide the financial resources to ensure compliance with the terms of the mitigation measure and identifies and secures an appropriate site as detailed in Galvin Preservation Associations letter in Appendix N of the DEIR. Furthermore, insufficient analysis in the DEIR fails to provide the necessary level of information to assess the feasibility of relocation and the identification of appropriate receiving locations.

Response to Comment No. 7-6

The comment states that the lead agency must deny the project when feasible alternatives or mitigation measures would substantially lessen adverse impacts. As described in Draft EIR Section IV.E., the proposed project would result in a significant impact with respect to historic resources as a result of demolition of the Barry Building. While the Draft EIR provides Mitigation Measures E-1 and E-2 to lessen the impacts, it is acknowledged that as a result of demolition of the Barry Building, there would be a significant and unavoidable impact with respect to historic resources. There are no available mitigation measures that would completely avoid this impact. While Alternative 4 avoids the significant impact with respect to historic resources, as described on Draft EIR page VI-65, Alternative 4 does not meet all of the project objectives. Therefore, it will be left to the decision-makers to determine whether Alternative 4 is feasible.

The comment also states, with respect to Mitigation Measure E-2, that the applicant should provide financial resources to ensure compliance with the terms of this measure. However, the commenter is mistaken that the financial burden of this measure falls on the applicant. The applicant would comply with Mitigation Measure E-2 in listing the Barry Building for sale prior to demolition, but the financial burden of relocating the Barry Building and acquiring an alternate site would rest with the buyer(s). See also Response to Comment 4-41 regarding the cost of acquiring land and moving the Barry Building off-site.

Comment No. 7-7

- a. A Feasible preservation alternative exists that would eliminate negative impacts to the Barry Building

Alternative 4: Preservation Alternative has been identified in the DEIR as the environmentally superior alternative that can avoid negative impacts to a historic resource, and slightly reduce the time frame, and impacts from, construction. Under Alternative 4, the Barry Building would be retained and new tenant spaces developed around it. While Alternative 4 would result in slightly reduced square footage when compared to the proposed project (approximately 3,000 square feet or under 5% less space), it would retain the originally planned 427 parking spaces and meet the primary objective for a development that provides a mix of retail, office and restaurant uses catering to the Brentwood community. As the DEIR states “the main difference between this alternative and the proposed project is the retention of the historic-cultural monument, the Barry Building.”

Unlike other alternatives, the DEIR lacks an explicit, definitive statement regarding the feasibility of Alternative 4. Faced with insufficient and incomplete analysis, we can only conclude that Alternative 4 meets most of the project objectives and is feasible. The arguments set forth in the Draft EIR that the preservation alternative might be less effective in architectural design, sustainability, or pedestrian connectivity than the proposed project, or that retaining the Barry Building might impede the owner's competitive or economic goals are imprecise, speculative and largely unsubstantiated. Furthermore, the fact that an environmentally superior alternative, in this case, the preservation alternative, may be more costly or fails to meet all project objectives does not necessarily render it unfeasible under CEQA. The objections against Alternative 4 are not compelling and ultimately fail to establish the infeasibility of the preservation alternative. Ultimately, the lead agency cannot merely adapt a statement of overriding considerations and approve a project with significant impacts; it must first adopt feasible preservation alternatives and mitigation measures.

Response to Comment No. 7-7

The following analysis of whether Alternative 4 meets the project objectives is provided on page VI-65 of the Draft EIR:

Relationship to Project Objectives

Alternative 4 would not meet a number of the project objectives to the same extent as the proposed project. With respect to objective 1, retention of the Barry Building may affect the architectural integration of the overall project. Retention of the Barry Building may also affect the energy efficiency and other environmental sustainability goals of the project under objective 1. Retention of the Barry Building may also affect its ability to achieve the competitive goals under objective 2 as well as the economic goals under objective 4. Alternative 4 would also not provide the same type of well-defined pedestrian network that would be provided by the proposed project given the retention of the Barry Building, which network is called for under objectives 1 and 3.

See also Responses to Comments 3-4 and 3-5 regarding the ability of Alternative 4 to meet the project objectives.

With respect to the commenter's statements about the lead agency's authority to reject an alternative studied in an EIR, State CEQA Guideline 15126.6 provides that an alternative must meet most of the project objectives and be feasible. Guideline 15364 defines feasibility as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors." If an alternative meets most of the project objectives and is feasible, the agency must adopt the alternative if it would avoid a significant environmental impact that cannot be reduced to a level of less than significant through mitigation measures.

Comment No. 7-8

III. Additional Refinements Can Be Made to Improve Alternative 4

The Barry Building, a two-story commercial structure comprised of several retail spaces oriented around a central courtyard, provides the same use as the proposed project. Its elegant design provides great flexibility for being adapted to fit the needs of the Green Hollow Square project while maintaining the building's historic status and meeting most of the project objectives. While Alternative 4 readily offers a feasible preservation alternative, further refinements should be considered to more fully integrate the Barry Building with the proposed new development in terms of scale and massing, architectural design, materials, and shade/shadow. Further design enhancements can also more fully meet the project objectives regarding sustainability and energy efficiency, and pedestrian connectivity.

Response to Comment No. 7-8

The comment asks for more refinement for Alternative 4. See Responses to Comments 3-4, 3-5, 7-10, 7-11, 8-1, 52-4, and 59-1 for additional information and refinement regarding Alternative 4.

Comment No. 7-9

- a. The site can be designed with more integration and compatibility between the Barry Building and new construction

The Gruen Associates report in Appendix M is only one method of incorporating new construction around the Barry Building. It is one that attempts to retain the Barry Building while building the Green Hollow Square design around it. If selected as the preferred project, we urge reconsideration of the project design from the standpoint of retaining the Barry Building in place. By developing the site plan and new construction with the Barry Building as the centerpiece, an improved Alternative 4 can become a project that meets the project objective where “the buildings are integrated with one another and clearly relate to each other in terms of proportion, height, mass, and façade.

As an HCM, the City's Cultural Heritage Commission can offer guidance and feedback on the development of new infill construction that is appropriate and complimentary with the character-defining features of the Barry Building and landscape.

Response to Comment No. 7-9

The comment states generally that the preservation alternative can be redesigned to better incorporate the Barry Building. See Responses to Comments 3-4, 3-5, 7-10, 7-11, 8-1, 52-4, and 59-1 for additional information and refinement regarding Alternative 4. This comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 7-10

- b. Barry Building, which incorporates sustainable design, can be enhanced with additional sustainability elements

One of the project objectives calls for a project “that meets LEED standards and includes energy efficient features that minimize the project's ongoing effects on the environment.” Although an analysis of

Alternative 4 in the DEIR states that “retention of the Barry Building may also affect the energy efficiency and other environmental sustainability goals of the project under objective 1,” the final EIR should scrutinize any claimed environmental benefits of the proposed project through an analytical comparison of analogous benefits achieved through a rehabilitated Barry Building. The Barry Building is equally capable of incorporating most of the sustainable design features planned for the project like high-efficiency toilets, fixtures, and irrigation system, and air conditioning controlled by computerized systems if its rehabilitation coordinated with the overall project to meet LEED certification. In addition, retaining the Barry Building maintains the embodied energy in the structure’s initial construction and reduces the amount of construction waste from wholesale demolition that would otherwise go into a landfill through demolition.

The project can also take advantage of the original design intent of the Barry Building which was built with sustainability principles in mind, including its “green” features in the form of window louvers framing the second floor windows facing San Vicente Boulevard (south) and the louvered screens in the courtyard (west), both of which provide solar shading that allows the building occupants to benefit from passive cooling. The building’s energy efficiency can be enhanced with several types of sustainable design features including solar panels, more efficient heating and cooling systems, and improved glazing performance to reduce operational greenhouse gas emissions.

The selection of drought tolerant landscaping for the Green Hollow Square project will enhance the project’s sustainable design and is commendable. Opportunities exist to achieve the same goal through Alternative 4 by retaining some of the mature plantings and specimens in the courtyard of the Barry Building which also carry historical significance, as called out in the Historic-Cultural Monument designation. The project can meet the intent for sustainable design by incorporating and introducing drought tolerant plants to the existing courtyard in appropriate spaces.

Response to Comment No. 7-10

The comment states the commenter’s opinion that the Barry Building is equally capable of incorporating most of the sustainable design features. As discussed in a supplemental report from Gruen Associates (included as Appendix D to this Final EIR), there are a number of sustainable features that could be incorporated into the existing Barry Building, such as plumbing fixtures that reduce the use of potable water, water efficient landscaping, insulation for walls and ceilings, and retrofitting existing HVAC systems with more efficient controls and equipment. When discussing energy efficiency in a building, however, the exterior envelope also needs to be taken into consideration. A well performing exterior envelope helps retain conditioned air within the building’s interior spaces, and thereby reduces the amount of operating energy required by the mechanical system to condition the spaces. Much of the inefficiencies associated with the existing Barry Building have to do with its exterior envelope. The existing glazing assemblies and walls with high R values are better suited for a building with a well performing energy envelope, but are contrary to keeping the existing historic window systems and wall configurations due to their additional width. (Refer to the supplemental report from Galvin Preservation Associates which is included in Appendix C to this Final EIR.) A new monolithic glass which incorporates a high performance coating could be used to replace the existing glass, but the new glass

could have a slightly different appearance due to color or reflection. This type of high performance monolithic glass would also not perform as well as an insulated glass assembly with the same glass type.

The window louvers along San Vicente Boulevard do help in reducing the solar heat gain at the window assemblies, but they also restrict the views and amount of daylight that can enter the spaces. Current US Green Building Council (USGBC) LEED rating systems address performance requirements associated with daylight and views, which may be contrary to the non view-preserving louvers currently on the Barry Building.

The comment also states that less construction waste would be generated by preserving the Barry Building. Alternative 4 would generate less construction waste than the proposed project, although both Alternative 4 and the proposed project would have a less than significant impact on solid waste. As for operational energy efficiency, the proposed project would be more efficient than Alternative 4.

Comment No. 7-11

- c. Barry Building lends itself to project's envisioned pedestrian network and gathering spaces.

Another stated set of project objective calls for a commercial project that both, "creates a sense of place for customers and community," and "provide[s] a design that emphasizes a cohesive, well-defined pedestrian network, within which there are generous public spaces for walking and sitting." One of the key features of the Barry Building is its orientation around and a central courtyard that opens onto San Vicente Boulevard. This courtyard, with its numerous integrated planting beds, is a quintessential example of the type of public gathering spaces that architects of the mid-twentieth century often incorporated into the design of commercial buildings. The unique sense of place provided by the Barry Building's courtyard is one of the site's features that the Brentwood community most identifies with: numerous comment letters received on the NOP for this project emphasized the unique layout of this sheltered courtyard and the opportunities it providing as a gathering space.

While the DEIR states that Alternative 4 "would also not provide the same type of well-defined pedestrian network that would be provided by the proposed project given the retention of the Barry Building," opportunities do exist to adapt the Barry Building to create a more unified pedestrian network throughout the project site. An example of this type of flexibility could include the creation of breezeways, achieved through re-allocation of ground floor retail space, to provide direct access to the courtyard from the western and eastern sides of the building. Opportunities may also exist to convert a portion of the roof into usable space to address the height difference between the Barry Building and the taller new buildings.

Response to Comment No. 7-11

The comment discusses pedestrian networks. There is an existing breezeway located at the northeast corner of the Barry Building, along with a courtyard that opens onto San Vicente Boulevard. The courtyard is defined primarily by the Barry Building itself, having walls and structural elements which create the building's enclosure. It does not have a configuration that allows it to open up to the adjacent

new development without significant alterations being made. As discussed in the supplemental report from Gruen Associates (Appendix D to this Final EIR), these alterations would result in the elimination of Barry Building tenant space as well as the modification of structural load bearing elements in order to accommodate new openings. Additional alterations at the Ground Level to accommodate more passageways may further compromise the Barry Building's historic building fabric depending on the extent of the structural work that would be needed to create such an additional ground floor passageway. Note, though, that the proposed drawing for Alternative 4 shows pedestrian passageways at Level 2 that connect the Barry Building to the rest of the adjacent development, but with retro-fitted sloping ramps which are atypical of a quality retail experience according to the project applicant.

As discussed in the report from Gruen Associates (Appendix D to this Final EIR), the existing Barry Building's roof is not designed to be an occupied space. The existing roof does not have the live load capacity needed for an assembly occupancy, nor does it have a code compliant guardrail to ensure necessary safety associated with occupying the roof. The existing roof structure would have to be supplemented or replaced altogether in order to provide a roof capable of withstanding the additional loads. A new roof structure sufficient for assembly occupancy would most likely increase in depth from that of the existing roof structure, and potentially impact the Level 2 interior spaces. This roof modification would also affect the rest of the building's structural system in order to transfer loads associated with the new roof use. Depending on the percentage of the existing structural system affected by the new roof, it is possible that a roof structure sufficient for assembly occupancy would trigger a seismic retrofit of the entire building structural system. This seismic retrofit could result in additional bracing and structural member strengthening, which would have additional architectural impacts to the building. The parapet height would also need to be increased to allow the roof to be occupied, since the existing parapet height is not tall enough to provide an adequate guardrail. This additional parapet height would affect the overall exterior appearance of the Barry Building.

Comment No. 7-12

IV. Impacts to the Coral Trees along Median of San Vicente Blvd. (HCM #148)

The Conservancy is also concerned with the project's optional design feature for a mid-block turn lane across the San Vicente median. We concur with the finding that allowing removal of some coral trees for new mid-block crossings could have a cumulative impact on the continuous, uninterrupted nature of this linear monument (HCM#14*). To avoid setting a precedent, we ask that the optional mid-block turn lane not be adopted as part of any project.

Response to Comment No. 7-12

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including coral trees). It should be noted that the alteration of the San Vicente Boulevard median is an optional project design feature, and would not necessarily be included as part of the proposed project. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 7-13

The Conservancy remains committed to working with the applicants, members of the community, and the City Council office to develop a plan that meets the project objectives, respects community priorities, and retains the historic Barry Building and landscape. Thank you for the opportunity to comment on the DEIR for the Green Hollow Square project. Please feel free to contact me at (213) 430-4203 or affine@laconservancy.org should you have any questions.

Response to Comment No. 7-13

The comment provides general concluding information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 8

Bill Rosendahl, Councilmember, 11th District
City Hall
200 N. Spring Street, Room 415
Los Angeles, CA 90012

Comment No. 8-1

This letter is in regard to Historic Preservation of the Barry Building located at 11973-11991 W. San Vicente Boulevard. The draft Environmental Impact Report studies four Alternatives to the proposed project. Alternative Four, the "Preservation Alternative," is a feasible and environmentally superior alternative as identified in the DEIR and it must be studied in further detail.

Alternative Four, would retain and reuse the Barry Building while meeting many of the proposed project's goals, including providing the same number of parking spaces and nearly the same amount of square footage as the proposed project. The DEIR describes Alternative Four as the environmentally superior alternative because it can avoid impacts to an historic resource and potentially reduce construction impacts. Alternative Four must be further developed and refined to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

The main difference between the proposed project and Alternative Four, as stated in the DEIR, is the retention of the historic-cultural monument of the Barry Building. Given this information, the DEIR must not just state that Alternative Four would not meet the proposed project's objectives but instead investigate how the retention of the Barry Building could complement the proposed project's objectives.

Thus, I want to re-emphasize the need to find a means to integrate the Barry Building into the proposed project, thereby allowing for the potential adoption of Alternative Four as the proposed project. Every effort should be made to retain and reuse the Barry Building.

Please take into consideration my request for further analysis of Alternative Four. I appreciate the opportunity to comment on this case.

Response to Comment No. 8-1

The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887. As such, a "preservation alternative" (Alternative 4) was analyzed in the Draft EIR. As provided in Section VI. of the Draft EIR, Alternative 4 would consist of retention of the 13,956 square foot Barry Building, 7,000 square feet of storage uses, 8,000 square feet of office uses, and 55,454 square feet of new retail/restaurant uses.

The applicant has prepared an additional drawing that depicts Alternative 4, which is included on the following page (this additional drawing is also included in Section III, Additions and Corrections, of this Final EIR under “Alternatives”). In this new depiction of Alternative 4, the Barry Building is clearly shown (in white) with the new project buildings surrounding the Barry Building (shown in tan). Further, this new rendering shows Alternative 4 in three dimensions in a similar fashion to the renderings provided in the Draft EIR for the proposed project. The new rendering shows how the new project buildings would relate to the Barry Building and also shows the difference in building heights between the Barry Building and the new Alternative 4 buildings.

The commenter notes the objectives of the proposed project. One of those objectives concerns the development of a project that is competitive with other retail developments. In that regard, the existing floor-to-ceiling heights of the Barry Building, which are as low as 8'6" clear height and as high as 11' and average between 9' and 10', would be different than the floor-to-ceiling heights of the project's new buildings, which would provide a floor-to-ceiling height of approximately 18 feet. According to the project applicant and its consultant (Concord Group), the existing floor-to-ceiling heights of the Barry Building are inconsistent with the requirements of most quality retail and office tenants, and the new floor-to-ceiling heights of the new buildings (which would be approximately 18 feet) would be consistent with those requirements. The potential to change the existing floor-to-ceiling heights of the Barry Building is discussed at Response to Comment 3-4 and in Appendix C to this Final EIR.

Another project objective concerns the establishment of a well-connected pedestrian network at the project site. With respect to such pedestrian connections, there is an existing breezeway located at the northeast corner of the Barry Building, along with a courtyard that opens onto San Vicente Boulevard. The courtyard is defined primarily by the Barry Building itself, having walls and structural elements which create the building's enclosure. It does not have a configuration that allows it to open up to the adjacent new development without significant alterations being made to the Barry Building. These alterations would result in the elimination of Barry Building tenant space as well as the modification of structural load bearing elements in order to accommodate new openings. Additional alterations at the Ground Level to accommodate more passageways may further compromise the Barry Building's historic building fabric depending on the extent of the structural work that would be needed to create such an additional ground floor passageway. Note, though, that the proposed drawing for Alternative 4 shows pedestrian passageways at Level 2 that connect the Barry Building to the rest of the adjacent development, but with retro-fitted sloping ramps which are atypical of a quality retail experience, according to the project applicant.

Another project objective concerns the development of an energy efficient and environmentally sustainable project. In that regard, the ability to upgrade the Barry Building was also examined. There are many sustainable features that could be incorporated into the existing Barry Building, such as plumbing fixtures that reduce the use of potable water, water efficient landscaping, adding insulation in walls and ceilings, and retrofitting existing HVAC systems with more efficient controls and equipment. When discussing energy efficiency in a building, however, the exterior envelope also needs to be taken into consideration. A well performing exterior envelope helps retain conditioned air within the building's interior spaces, and thereby reduces the amount of operating energy required by the mechanical system to

condition the spaces. Much of the inefficiencies associated with the existing Barry Building have to do with its exterior envelope. The existing glazing assemblies and walls with high R values are better suited for a building with a well performing energy envelope, but are contrary to keeping the existing historic window systems and wall configurations due to their additional width. A new monolithic glass which incorporates a high performance coating could be used to replace the existing glass, but the new glass could have a slightly different appearance due to color or reflection. This type of high performance monolithic glass would also not perform as well as an insulated glass assembly with the same glass type.

The window louvers along San Vicente Boulevard do help in reducing the solar heat gain at the window assemblies, but they also restrict the views and amount of daylight that can enter the spaces. Current US Green Building Council (USGBC) LEED rating systems address performance requirements associated with daylight and views, which may be contrary to the non view-preserving louvers currently on the Barry Building.

Another project objective concerns the development of a project that meets all current codes. In that regard, the ability of Alternative 4 to meet the applicable requirements of the California Historical Building Code is discussed at pages 3-6 of the Gruen Report (Appendix M to the Draft EIR). These pages address modifications to the Barry Building with respect to the following areas: accessibility; guardrails; fire protection; structural system; glazing; mechanical, plumbing, and electrical systems; and modifications to the courtyard. As described therein, any modifications to the existing Barry Building are subject to the 2007 California Historical Building Code.

Finally, please refer to Responses to Comments 3-4 and 3-5 for a discussion of Alternative 4's ability to meet most of the project objectives.

The feasibility of preserving the Barry Building off-site has also been examined. The Draft EIR relied on technical analysis from Galvin Preservation Associates (historical consultants), which concluded that the Barry Building would have to be relocated to a property within 2 to 3 miles of the project site along a commercial boulevard in order to maintain its historical significance. (Refer to Draft EIR Appendix N.) Based on another technical report included in the Draft EIR, the cost of acquiring such land would range from \$200 to \$500 per square foot. (Refer to Draft EIR Appendix L.) In addition to land acquisition costs, the applicant's expert has opined in comment letter that it would take an additional \$6,482,000 to render the Barry Building operational at that new location. Thus, the total costs of relocating the Barry Building to a new location and making it operational would be significant. For those reasons, this alternative was considered infeasible.



Source: R.A. Keller Associates, 2011.

LETTER NO. 9

Patty Gioffre

Comment No. 9-1

As a long term resident of B.W. I can see how the traffic has taken over the streets and the large buildings have taken over the land. Can we please ask the City to **disallow the large both residential and commercial developments such as the large homes on regular size B.W. lots (variance variance)** You can put a **permanent DEED RESTRICTION on the property**. They should be built so they conform with the landscape size lot and location, and type and regular setbacks to the sides and height restrictions. Just charge them a higher fee whether it is big or little or a commercial development.

Response to Comment No. 9-1

The comment requests the City to disallow the large residential and commercial developments on regular sized lots and conform with setbacks to the sides and height restrictions. As described on page IV.H-39 of the Draft EIR, the proposed project would be consistent with setback and lot requirements and height and density limitations as set in the City of Los Angeles General Provisions and Zoning Code. The remainder of the comment provides the commenter's opinion, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 9-2

I now understand that the Green Hollow Square Project (Mr. Munger development - Barry Building) wants to cut through the existing green belt on San Vicente and have a pass through for traffic to and from his commercial development. Maybe good for him and his development but **not good for B.W.** Don't we have enough traffic backed up on San Vicente, especially in the morning and evenings during the week coming to and from the Palisades and Santa Monica and other places mostly?

Response to Comment No. 9-2

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Also, it should be noted that the proposed alterations to the San Vicente median are proposed as optional features of the proposed project. Nevertheless, this comment is acknowledged for the record and will be provided to the decision-makers for their consideration.

Comment No. 9-3

Cars are backed up that are turning left and right now on S.V. Even if you go in to the right lane to pass the stopped left lane turning traffic there are several cars turning along S.V. to shop or pick up someone.

Traffic is also stopped and backed up on that right side. It may not be every minute of the day. No. But, enough times that it can take a lot more time, frustration to go down the street and also to have to switch lanes etc. than it should or used to take. So please **no cut throughs, no more lights, turn lanes, turn lanes with lights or big "destination buildings", clinics, shopping centers, big oversized homes or more restaurants**, We live here and many that come here or even own these big commercial places don't. They just drive here to their destination.

Response to Comment No. 9-3

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 9-4

P.S. Residents for 22 years.

P.S. P.S. There seems to be constant consideration for the developers and the destination people. We don't have a movie theater here because B.W. didn't want destination crowds here so what is going on?

Response to Comment No. 9-4

The comment provides the commenter's opinion about developers, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

LETTER NO. 10

Robert & Kenneth Nieberg
11929 Saltair Terrace
Los Angeles, CA 90049

Comment No. 10-1

Having perused the DEIR proposal submitted By Mr. Charles Munger for the Green Hollow Square project, I still am left with the same concerns mentioned in my letter to Mr. David Somers, Environmental Review Coordinator, written on May 10 of 2010.

Response to Comment No. 10-1

The comment provides general introductory information but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 10-2

As regards the noise, environmental, and lighting pollution produced by the Green Hollow Square project having no significant impact on the neighborhood, I believe that to be naive thinking. Not only are the consequences of these factors very real to the neighborhood of surrounding residential homes, but the figures mentioned in the proposal use the distance from the project to the Brentwood Magnet School as the critical measure for evaluation. However, the private houses on Saltair Avenue, and especially Saltair Terrace and rear Westgate Avenue are much closer than the school, literally in the projects "back yard", and would be greatly effected. The plans call for significant outdoor dining facilities on the upper level of the building. This sound will most definitely travel more than sound from the lower level

Response to Comment No. 10-2

The comment asks about noise impacts to the residents on Saltair Avenue and Saltair Terrace. As described on pages IV.I-20 through IV.I-23 of the Draft EIR, construction of the proposed project would result in a significant and unavoidable construction noise impact at the nearest residences on Saltair Avenue and Saltair Terrace (see specifically Table IV.I-9). Project impacts as a result of noise from the proposed outdoor dining uses are described on Draft EIR pages IV.I-28 and IV.I-29. As analyzed therein, these impacts would be less than significant as all of the outdoor dining facilities would be facing San Vicente Boulevard and would be shielded by the proposed commercial buildings from the existing homes located north of the project site.

The comment also mentions lighting pollution but does not state a specific concern or comment regarding this issue. Nevertheless, project impacts with respect to lighting and glare are described on pages IV.B-27 through IV.B-29 of the Draft EIR, and as described therein, all impacts would be less than significant.

Comment No. 10-3

Regarding the traffic on San Vicente Blvd. anyone who has driven from Barrington Avenue, past Westgate and Saltair to Bundy knows that it is already a horrendous traffic mess during high traffic volume and it can take an excessive amount of time just to travel this distance. The developer's traffic analysis states in excess of 2000 new daily trips to and from the project. If, realistically at least 500 cars, and not the 158 less than significant impact number as stated by the developer's planner, come from North and/or Northwest of the project, it is reasonable that these cars will utilize Saltair Avenue, and not Bundy Avenue after egress from the building. Saltair Avenue is a narrow street without sidewalks and with parking on one side. It is already dangerous to walk the street; and the added vehicles will make it impossible and certainly more unsafe. Egress from the project is adjacent to the CVS exit onto Vicente Blvd. That only complicates and congests that location, dangerous for the cars as well as the pedestrians.

Response to Comment No. 10-3

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, the general areas of concern noted in this comment are addressed previously in Responses to Comments 4-8, 4-9, and 4-10. This comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 10-4

One variance leads to another. Mr. Munger requests a variance to incorporate part of this land from two residential properties on Saltair Avenue into his parking space. Other variances will occur in time, once a precedence is made, mid a residential neighborhood becomes commercial.

Response to Comment No. 10-4

The comment states the commenter's opinion that one variance leads to another and, over time, the residential neighborhood becomes commercial. The variances and discretionary actions being requested are only granted after sufficient review from decision-making bodies, including any necessary public disclosures and CEQA compliance. The comment states that precedent would be made to allow an easier change from residential to commercial, but offers no specific criticism on the adequacy the Draft EIR or the proposed project. As such, the commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 10-5

What is and has happened to the Brentwood I moved to 40 odd years ago? It was then a small village, and my street, Saltair Terrace, a charming cul de sac where the children could play. I realize, with time, changes take place; the population and its needs grow. But a shopping center of this scope is not necessary, especially at this time when there are many empty stores on San Vicente Blvd. The country-like atmosphere of Brentwood will be further destroyed with such a project and start to resemble commercial Westwood.

Response to Comment No. 10-5

The comment describes the changes to Saltair Terrace and Brentwood over the last 40 years, and opines that a shopping center is not necessary, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 11

Sharon Cather

Comment No. 11-1

I am writing to register my dismay, in the strongest possible terms, that the demolition of the Barry Building (Historic-Cultural Monument #887) could even be contemplated.

As a native Californian [5th generation] I have taught conservation in London for over 25 years [Courtauld Institute of Art, University of London www.courtauld.ac.uk <<http://www.courtauld.ac.uk>>] where our focus is on wall painting conservation. We are therefore directly and perpetually concerned with the preservation of historic buildings. I am also a Vice President of the International Institute for Conservation www.iiconservation.org <<http://www.iiconservation.org>> , where similarly we have a global remit for preservation.

As a regular visitor to LA, I am constantly struck by the carelessness with which the built heritage is treated. There is a hugely important tangible heritage and it is quickly and quietly slipping away from your grasp. The Barry Building can simply not be one of those casualties to convenience. The challenge - and surely any architect worth his commission ought to be able to come up with a clever plan - is to adapt and reuse the Barry building *and the development* to provide a viable, sustainable win-win solution.

We are all used to buildings that are reused. Fortunately, we can now also ensure that they are reused sensitively. It is not beyond our wit to figure out how, nor beyond a reasonable expectation of Los Angelinos that their officials will ensure that their built heritage does not disappear willy nilly; when it is gone, it is too late.

Save the Barry Building. Reuse the Barry Building. Be glad in 10 years from now that short-termism was defeated and level heads prevailed to **preserve** what you already have.

Response to Comment No. 11-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building and the commenter's preference that the building be reused. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 12

Sheri A Saperstein

Comment No. 12-1

I am sadly angered to learn that plans for the proposed Green Hollow Square development (formerly called Brentwood Town Green) continue to call for demolition of the Barry Building. I urge the Cultural Heritage Commission—on behalf of the citizens of the City of Los Angeles—to reject the most current iteration of the redevelopment plans, and insist that the Barry Building **be preserved** within whatever plans are finally accepted by the City of Los Angeles. The integrity and vision of the Barry Building deserve to be preserved for future generations, and the building's key structural elements—well defined by Diane Caughey and the City of Los Angeles' own Office of Historic Resources—must be preserved in whatever development plan is finally accepted by the City of Los Angeles.

The Barry Building has such rich historic and cultural significance. It physically expresses the idealism that animated scores of people who moved to Los Angeles after World War II, hoping for a better life, one in which their lives would be enriched by well-engineered buildings and communities. The building represents an optimism that architecture can further community and civil society by ennobling the ways we live and by engaging with the local environment.

Eschewing ostentation and grandiosity, the Barry Building is one that is first experienced and later reveals its architectural cunning upon reflection and consideration. One takes for granted features—both functional and aesthetic—that include:

- *the flow between its indoor and outdoor spaces, exemplified by the courtyard
- *the natural light permeating the interior
- *its overlapping and hovering rectangular planes, slender columns, and flat roof
- *its use of cross-ventilation
- *a screen on its eastern side
- * its outdoor hallways
- *its use of simple, readily-available and easily-maintained materials for its construction

I am troubled by the apparent destruction of the patio landscaping since the Monument's designation. It feels almost like an act of arson.

Architecturally, the Barry Building has unique significance to Southern California as one of the last remaining commercial examples of the internationally-admired "mid-century California modern" architectural style. Architects such as Richard Neutra, Pierre Koenig, and John Lautner revolutionized

domestic architecture after the war, and the style was further expressed in modern religious architecture, the college campus, and art museums. There are far fewer surviving examples of this style in commercial architecture, and this is yet another reason it is so important to preserve the Barry Building for future generations.

Response to Comment No. 12-1

The comment provides information about the Barry Building. However, the history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resources Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887. The remainder of the comment provides the commenter's opinion to preserve the Barry Building. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 12-2

As an aside, it seems worth noting to me that two significant examples of the mid-century California Modern style in religious architecture in Brentwood and nearby Bel Air—University Synagogue and Leo Baeck Temple—have both been razed and rebuilt in recent years.

Response to Comment No. 12-2

The comment provides the commenter's opinion about other buildings that have been demolished, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 12-3

With the Barry, one enjoys a glimpse into Los Angeles history. Brentwood has long been known as a neighborhood with progressive ideals. Above the Barry Building lies Crestwood Hills, which began as a utopian experiment in the late 1940s. It required all its buildings be designed by architects, and emphasized community spaces. Today, **16** of these mid-century modern homes are listed as Historic-Cultural monuments of the City of Los Angeles. Below this community the commercial strip of San Vicente Blvd. was built. I understand this strip was also developed with community-minded (and issued) restrictions in place, including limitations on building heights and hours of operation. The median strip with its Coral Trees (designated monument #148) added beauty and grassy pedestrian space for all to enjoy. Beauty and Aesthetics were clearly considered integral to the well-being of a healthy community and healthy society.

Within this context, the Barry Building was completed in 1951. It was designed not to be grandiose or self-important, but to be an integral part of both its environmental and civic community. To integrate into its environment, it maximized natural light, used cross-ventilation to minimize the need for air

conditioning, and featured a screen on its eastern side to mitigate the effects of the harsh afternoon sun. Its landscaping emphasized plants that would thrive naturally in its setting. To serve its community, outdoor hallways were designed specifically to encourage camaraderie amongst building inhabitants. Its courtyard opened both into the shops and offices and out onto the street. And while humble, it was beautiful—with overlapping and hovering rectangular planes, slender columns, and a flat roof that "lightened" the building, all in an understatedly elegant style.

These are the reasons the Barry Building deserved to become City of Los Angeles Historic-Cultural Monument No. 887. And this is why the Cultural Heritage Commission should insist that the Barry Building and its key structural elements be preserved intact.

The community has demonstratively outpoured its support for the Barry Building. Sadly, its developer persists in believing this treasure has no intrinsic value and is not worth saving. I urge Mr. Munger to capitalize upon this support and affection, leverage it, and by so doing, even become a local hero.

Designation of the Barry Building would further enhance and preserve the historic character of Brentwood and the San Vicente Corridor. In the words of Mahasti Afshar, "Landmarks let people share a sense of place, identity and cohesiveness, both literally and figuratively. Without them, we are alone, with them, we are a community."

Response to Comment No. 12-3

The comment provides information about the Barry Building, San Vicente Boulevard median, and the Brentwood community. However, the history and significance of the Barry Building and the coral trees in the San Vicente Boulevard median are acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resources Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887, and the coral trees are designated Los Angeles Historic-Cultural Monument #148. The remainder of the comment provides the commenter's opinion to preserve the Barry Building and the coral trees. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 13

Mary Brooks

Comment No. 13-1

I am writing to oppose the proposed demolition of the Barry Building in Brentwood as part of the Green Hollow Square (formerly known as Brentwood Town Green) development plan. Doing so would not only forever and irretrievably eliminate a Los Angeles Historic-Cultural Monument, but also set a dangerous precedent for ignoring the significance of Monument designation, and further weaken the City's preservation laws. I understand that with the exception of the destruction of a single historic bridge, no other LA City Historic Monument has been demolished.

This humble but idealist building is not only a significant example of the California post-modern architectural style, but an uncommon example of its expression in a commercial building. The height of the proposed new mall of 73,300 sq. ft. will have a severe negative impact on the low profiles of the buildings in the area. The mall is also estimated to bring at least 2,000 daily new motor trips to this already over-congested street having a major environmental impact on the health and well-being of the community.

I urge the preservation of this significant part of the Los Angeles cityscape.

Response to Comment No. 13-1

The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887. The Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments; however, demolition can be delayed for the time period specified in the Ordinance. Further, the comment mistakenly states that only other City monument has been demolished.

With respect to the portion of the comment about the height of buildings, the parapet of the Barry Building is approximately 26-28 feet high from the sidewalk line. The proposed project is approximately 39.5 feet high. Thus, as further described on Draft EIR page IV.B-11, it is reasonable to conclude that the new development is compatible with the scale and proportion of the Barry Building and other buildings in the vicinity.

LETTER NO. 14

Jeremy Berg
c/o Inland Industries Group, LP
964 Fifth Avenue, Suite 314
San Diego, CA 92101-6102

Comment No. 14-1

The Marie Berg Trust commissioned Mr. Arthur L. Kassan, P.E., a Consulting Traffic Engineer, to examine the impacts of the Green Hollow Square (GHS) Project (Case No. ENV-2009- 1065-EIR) on our neighboring property located at 11941 San Vicente Blvd., Brentwood. The property is currently occupied by a CVS drug store. Mr. Kassan's report is attached and enumerates several concerns in regard to the traffic plan suggested in the Draft Environmental Impact Report (DEIR) for the GHS Project. Please accept this letter and Mr. Kassan's attached letter and analysis as comments on the GHS DEIR.

Response to Comment No. 14-1

The comment provides general introductory information and also states that the Marie Berg Trust commissioned a traffic study by Arthur L. Kassan on the impacts of the proposed project to the neighboring CVS drug store. However, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 14-2

The proposal of the GHS Project to locate a traffic signal on the GHS Eastern exit driveway creates numerous negative and unmitigated impacts on our property and its tenant CVS. The sole purpose of this traffic Signal is to facilitate the egress of GHS clients. No concern for CVS patrons is evidenced. As the San Vicente Blvd. traffic is stopped by a red Signal to allow free exit by the GHS patrons, CVS patrons will be gridlocked from entering San Vicente Blvd. Further, when the San Vicente Blvd. traffic has a green Signal, the congestion created by the signal will negatively affect the abilities for CVS patrons to exit.

Response to Comment No. 14-2

The comment is addressed previously in Responses to Comments 4-11 through 4-13, 4-65, and 4-69. Therefore, no further responses to this comment are necessary.

Comment No. 14-3

The proximity of the GHS Project driveway is too close to the existing CVS driveway. The DEIR proposal to construct a major egress point approximately 21 feet from the existing CVS driveway is a

potential hazard. The two car length distance combined with the reduced visibility associated with the physical GHS project will potentially create an unsafe environment both for drivers and pedestrians alike.

Response to Comment No. 14-3

The comment is addressed previously in Responses to Comments 4-11 through 4-13, 4-65, and 4-69. Therefore, no further responses to this comment are necessary.

Comment No. 14-4

In general, the traffic impacts on the existing establishments have not been examined. The gridlock and hindered entry and egress will potentially reduce the willingness of customers to utilize the tvs store . The CVS store is one of the last remaining convenient stores in Brentwood that offers unstructured parking, facilitating easy and quick access for customers. The GHS Project's proposed traffic plan has the potential to render that access no longer convenient and rapid.

While we respect Mr. Charles Munger and admire the quality of his GHS Project, it does not appear the designers have considered or attempted to mitigate in any fashion the traffic impacts that it will create on us and the community.

Response to Comment No. 14-4

The comment is addressed previously in Responses to Comments 4-11 through 4-13, 4-65, and 4-69. Therefore, no further responses to this comment are necessary.

Comment No. 14-5

At your request, I have evaluated the potential impacts that may result from the development of the Green Hollow Square (GHS) Project directly adjacent to the western boundary of your property. In particular, I have evaluated the impacts that would occur to traffic using your western driveway on San Vicente Boulevard as result of the new exit-only driveway that is being proposed for the eastern edge of the GHS Project, that is, immediately adjacent to the property line between the two properties.

As a foundation for my analysis and evaluation, I have reviewed the *Draft Environmental Impact Report, Green Hollow Square Project (DEIR)*, particularly "Section L. Traffic Transportation, and Parking" and "Appendix K, Traffic Impact Analysis Report". I have also investigated the site and its vicinity, and we have counted the peak-period traffic that is currently using the pharmacy driveways

Response to Comment No. 14-5

The comment states that the commissioned traffic engineer has evaluated the potential impacts from the proposed project on the adjacent property, the CVS drug store. However, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 14-6**Description of San Vicente Boulevard**

San Vicente Boulevard has two 34-foot wide one-way roadways separated by a 38-foot wide curbed, landscaped median. The northern roadway, on which the existing and proposed driveways will be located, is for westbound traffic, providing two traffic lanes and metered parking spaces at the north curb. The southern roadway, for eastbound traffic, has two lanes and metered parking during most of the day, with a third lane added in the morning peak period (7 to 9 a.m.) when parking is prohibited at the south curb.

The curbed median in front of the two properties assures that all traffic entering or leaving either property will do so by means of right turns from or to the westbound lanes.

Existing Pharmacy Driveways

The pharmacy surface parking lot is served by two driveways, both on San Vicente Boulevard. Each driveway is approximately 24 feet wide, providing one entry lane and one exit lane. Neither driveway has access controls - entry or exit gate, ticket dispenser, fee collection system, etc. On-site parking is free.

The edge of the western driveway is located 21 feet from the property line that separates the pharmacy site from the GHS site. The edge of the eastern driveway is located 224 feet from that property line.

Response to Comment No. 14-6

This comment provides a summary of the existing conditions along San Vicente Boulevard and at the site-adjacent CVS Pharmacy. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 14-7

We counted the traffic entering and exiting the pharmacy driveways during the peak period (4:00 to 6:00 p.m.) on Monday, March 28, 2011. The peak hour occurred between 4:30 and 5:30 p.m., and the volumes during that hour at each driveway are tabulated below.

Pharmacy Driveway	Peak Hour Number of Vehicles		
	Entering	Exiting	Total
Western	12	118	130
Eastern	112	4	116

The drivers favor, by large majorities, the eastern driveway for entering the pharmacy site and the western driveway for exiting. (The western driveway is 21 feet from the proposed location of the exit driveway for GHS.)

Response to Comment No. 14-7

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 14-8

The designers of Green Hollow Square have proposed two driveways to serve the commercial component of the project. Both driveways will be on San Vicente Boulevard.

- The western driveway will be adjacent to the western property line and will serve entering traffic only. There will be a gate and ticket dispensing machine.
- The eastern driveway will be adjacent to the eastern property line (and the pharmacy site property line) and will serve exiting traffic only. There will be a fee-collection kiosk for on-site drivers approaching that driveway.

According to the DEIR traffic impact report [DEIR Figure IV.L-7], the two driveways will attract the following peak-hour volumes:

<u>Proposed Project Driveway</u>	<u>Peak Hour</u>	<u>Number of Vehicles</u>
Western (Entry Only)	Morning	98
	Afternoon	278
Eastern (Exit Only)	Morning	71
	Afternoon	285

It should be noted that all of the entering traffic must pass along San Vicente Boulevard across the exit driveway (and the two pharmacy driveways), because the only approach to the entry driveway is the westbound-only roadway of San Vicente Boulevard. That will reduce the number of gaps in San Vicente Boulevard traffic available for exiting traffic.

Response to Comment No. 14-8

This comment simply summarizes the proposed project's driveway location and operations, as detailed in the Draft EIR. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 14-9**Proposed New Project Driveway****B. Evaluation of Operations and Impacts**

The DEIR traffic impact report includes the recommendation that a traffic signal should be installed at the intersection of San Vicente Boulevard and the new project exit driveway. The purpose of that signal would be to interrupt the westbound flow on San Vicente Boulevard in order to provide gaps for traffic exiting GHS to turn right onto the street. According to the DEIR, "During these periods of heavy traffic demands and congestion [specified as the afternoon peak commute periods], vehicular queuing can extend sufficiently eastward from Bundy Drive or Saltair Avenue that it occasionally blocks the project's exit driveway location for short periods. Additionally, such vehicular queues can also restrict the exiting capacity of the project's exit-only driveway regardless of whether the driveway itself is physically blocked by the queue;" [page IV.L-531 The numbers of vehicles that will be able to exit and join the on-street queue will be limited; back-ups into the on-site circulation system will result in on-site congestion that could cause blockage of traffic entering the project at its western driveway, according to the DEIR.

The DEIR has revealed that the driveway system that has been proposed for GHS will not work adequately to serve the estimated project traffic volumes within the current or future street traffic environment unless the signal is installed. In a conference with City Department of Transportation (LADOT) personnel, I learned that the City is not planning to approve the traffic signal installation. LADOT will observe traffic operations in the vicinity of GHS after it is completely open for business and will determine if the signal installation can be justified in the future.

The signal, if installed as described in the DEIR, will stop westbound San Vicente Boulevard traffic immediately east of the new GHS exit driveway. Considering the proximity of that driveway to the pharmacy driveway - only approximately 21 feet between the edges of the two driveways - the traffic stopped on the street will completely block the traffic trying to exit from the pharmacy. Therefore, for the convenience of the GHS drivers, the pharmacy drivers will have reduced opportunities to find gaps in street traffic for their exiting right turns:

- when the signal indications are red to the street and green to the GHS exit driveway, street traffic will be stopped and queued across the pharmacy driveway; during that period, the street traffic queue will concentrate east of the new signal; and
- when the signal phasing changes to green for the street and red for the GHS exit driveway, the on-street queue will be so concentrated east of the signal as to reduce the number of gaps that would have been available for pharmacy traffic.

The afternoon peak-hour exiting traffic volume estimated by the traffic engineer for the DEIR is 285 vehicles per hour. On average, that is one vehicle every 12 Y, seconds. But, traffic doesn't flow "on average"; it is subject to wide variations within any hour. For design purposes, a statistical analysis (such as the Poisson Distribution) should be used to address the variations in random events, such as traffic

flow. Using that analysis method, there will be times during the afternoon peak hour when vehicles will arrive at the exit driveway at a rate of one every 7 Y, seconds. Based on the DEIR description of street traffic flow and queuing, there will not be a sufficient number of gaps in San Vicente Boulevard to accommodate traffic exiting the new driveway at that rate.

Response to Comment No. 14-9

The first paragraph of this comment simply summarizes the proposed project's driveway location and operations, as detailed in the Draft EIR. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR.

The commenter's excerpted statement that the "...DEIR has revealed that the driveway system...proposed for GHS will not...serve the estimated project traffic volumes...unless the signal is installed" is taken out of context, and the comment has been previously addressed in Response to Comment 4-11. Further, the statement that the commenter has discussed the proposed project driveway signal installation with (unnamed LADOT staff) and that the "...City is not planning to approve the traffic signal installation" is not supported by the information provided in the Draft EIR. As shown in the LADOT project traffic study assessment letter contained in Appendix K-3 of the Draft EIR (page 3, Section D.1), the installation of the driveway traffic signal is identified as a requirement of the project by LADOT, following observations and evaluations by LADOT to determine whether such a signal is, in fact, warranted. This condition is based on the understanding by LADOT that the driveway operations analysis contained in the Draft EIR and project traffic study reflect "worst case" operational conditions that are not reasonably anticipated to occur but are provided for purposes of full disclosure of all possible project-related impacts in the project vicinity. The final determination by LADOT regarding whether to install the signal is a standard caveat of such conditions (all traffic signal and roadway improvements are required to be installed to the satisfaction of LADOT), and does not imply that the measure will not be approved. Additionally, it is important to recognize that LADOT's field analysis of the operations of the project driveway and the project's effects on San Vicente Boulevard traffic flows (including the operations of the nearby CVS Pharmacy driveway), following occupancy of the project site, will determine whether such a signal is necessary. Should field observations conclude that the project traffic study's "worst case" conditions forecasts are accurate, the signal will be installed. However, should the observations conclude that the forecast "worst case" conditions do not materialize, then it is likely that LADOT will determine that installation of the proposed project's exit-only driveway traffic signal is unnecessary.

The issues noted in the third paragraph of this comment have been previously addressed in Responses to Comments 4-12, 4-13, 4-26, 4-65, and 4-69. No further responses to this comment are necessary.

Comment No. 14-10

It is not clear from the plans included in the DEIR as to how the boundary between the new project and the existing pharmacy site will be treated. Will there be tall landscaping or a wall or something similar within the new project immediately adjacent to the property line? If so, the boundary treatment must be designed so as not to block the vision of exiting drivers. They must be able to see vehicles within the

pharmacy site exiting at the nearby driveway, pedestrians using the San Vicente Boulevard sidewalk, and vehicles traveling in the street. Additionally, the curb between the two driveways should be painted red to prohibit vehicle stopping and to enhance visibility for drivers exiting the new project.

Response to Comment No. 14-10

The project's exit-only driveway will be designed such that no sight visibility obstructions for exiting drivers will occur. Such operational and safety considerations are part of the City's normal site plan and driveway design review and approval processes.

Comment No. 14-11

Other Relevant Issues

The DEIR traffic impact study evaluated the potential impacts of GHS traffic at 12 intersections. The traffic engineering consultant found that there will be four intersections near the site at which the impacts will be significant and at which measures to mitigate the impacts will not be feasible. Therefore, " ... the project's impacts at each of the four intersections would remain significant and unavoidable." [page IV.1-113]

Two of the intersections - San Vicente Boulevard/Montana Avenue; and San Vicente Boulevard/Bundy Drive - are the two nearest signal-controlled intersections to the pharmacy site. The impacts of GHS traffic will increase congestion at those two intersections, which will impede traffic flow to the pharmacy (through the San Vicente Boulevard/Montana Avenue intersection east of the site where afternoon peak-hour operations will be at level of Service E) and from the pharmacy (through the San Vicente Boulevard/Bundy Drive intersection west of the site where afternoon peak-hour operations will be at level of Service F).

Response to Comment No. 14-11

This comment provides a summary of the traffic study analyses and results contained in the Draft EIR. This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 14-12

The proposed GHS on-site parking supply will exceed the City's Code requirement for parking by 103 spaces or 32%. Among the possible reasons for the excess spaces are: 1) a perceived need for above-Code parking to satisfy the potentially higher-than-normal customer and employee demands of the project tenants, or 2) the intent to provide members of the general public, who have no destination at the development, with parking for a fee. If the latter is the reason for the excess parking, then the trip generation estimates in the traffic impact study are too low. The estimates are based on the specific potential users (customers/employees/servicers) of the development, and do not take into account

members of the general public who will park on-site and use the entry and exit driveways, but will not patronize the on-site businesses. The generation estimates would have to be adjusted upward, and the impacts of project traffic would be worse than those stated in the DEIR.

Response to Comment No. 14-12

The comment speculates regarding the possible reasons for providing surplus parking on the project site, including suggesting that excess parking would be for general public parking use, and subsequently notes that in such circumstance, the project trip generation should be recalculated. It is not anticipated that the excess on-site parking provided for the proposed project will be used for general (non-project) public parking, and as noted on page II-34 of the Draft EIR, one of the project objectives is to provide parking in excess of City Code requirements in order to assure that adequate and convenient on-site parking is available to project patrons and employees at all times, thus minimizing the potential for project patrons and employees to park in the surrounding residential neighborhoods. The comment regarding the adequacy of the proposed on-site parking supply is previously addressed in Responses to Comments 4-17 and 4-18. No further responses to this comment are necessary.

Comment No. 14-13

Recommendation

The DEIR should be expanded to address the potential impacts that have been discussed above, specifically:

1. What will be the impacts of providing the new Green Hollow Square exit driveway in proximity to the existing pharmacy driveway that is used primarily for exiting traffic?
2. How will the installation of a traffic signal at the Green Hollow Square exit driveway impact traffic operations at the existing pharmacy western driveway?

Response to Comment No. 14-13

This comment is a summary of the commenter's previous concerns (Comment 14-9), and has been addressed previously in Response to Comment 14-9. No further responses to this comment are necessary.

Comment No. 14-14

3. If the traffic signal is not approved for installation by the Department of Transportation, as] is the current situation, how will the new Green Hollow Square exit driveway operate successfully considering the street traffic flow? What measures will be implemented to prevent the severe queuing problems described in the DEIR?

Response to Comment No. 14-14

This comment is a summary of the commenter's previous concerns (Comment 14-9), and has been addressed previously in Response to Comment 14-9. No further responses to this comment are necessary.

Comment No. 14-15

4. How will any architectural or landscaping feature along the Green Hollow Square property line be designed to optimize the sight distance for drivers exiting the development?

Response to Comment No. 14-15

This comment is a summary of the commenter's previous concerns (Comment 14-10), and has been addressed previously in Response to Comment 14-10. No further responses to this comment are necessary.

Comment No. 14-16

5. How will the increase in congestion at the San Vicente Boulevard/Montana Avenue and] San Vicente Boulevard/Bundy Drive intersections resulting from the Green Hollow Square traffic impact the accessibility of the pharmacy and the other developments along San Vicente Boulevard?

Response to Comment No. 14-16

This comment is a summary of the commenter's previous concerns (Comment 14-11), and has been addressed previously in Response to Comment 14-11. No further responses to this comment are necessary.

Comment No. 14-17

6. Will the excess parking spaces to be provided at Green Hollow Square attract the general public to park within that development, thereby increasing the numbers of trips that will use the new driveways and increasing the impacts on the adjacent pharmacy site driveway?

Response to Comment No. 14-17

This comment is a summary of the commenter's previous concerns (Comment 14-12), and has been addressed previously in Responses to Comments 4-11, 4-12, 4-14, and 14-12. No further responses to this comment are necessary.

Comment No. 14-18

If you have any questions about my analyses and recommendation, please contact me at your convenience, I will be available to discuss this matter with City officials and staff, as you request.

Response to Comment No. 14-18

The comment provides general concluding information but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 15

Diane K Good
11910 Goshen Avenue
Brentwood, CA 90049

Comment No. 15-1

I oppose the proposed demolition of the Barry Building in Brentwood as part of the Green Hollow Square (formerly known as Brentwood Town Green) development plan. This is a Los Angeles historic-cultural monument and should be preserved.

Response to Comment No. 15-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 16

Lori Anglin

Comment No. 16-1

I write to urge the rejection of the current redevelopment plans for the proposed Green Hollow Square development as long as it continues to entail the demolition of the Barry Building on San Vicente Boulevard in the community of Brentwood, Los Angeles. Accordingly, I urge the City of Los Angeles to require the inclusion of the significant Barry Building in any future development plan.

The Barry Building's architectural merit and recognized structural composition are worthy of preservation, as is the contribution that the building makes to the civic streetscape. Architecturally, the Barry Building has significance to Los Angeles as one of the last remaining commercial examples of the internationally admired "mid-century California modern" architectural style. Post-war, leading architects such as Richard Neutra, Pierre Koenig, and Rudolph Schindler revolutionized the international style in their domestic architecture, and thereafter the style was adapted further for religious, institutional and cultural purposes. The Barry Building is one of comparatively few surviving examples of this style applied to commercial function - thus rapidly becoming a 'rare' item. Any approval to obliterate this landmark *would be* a very untimely reflection on the assessment capacities of the City of Los Angeles' Office of Historic Resources and a perilous precedent for all LA landmarks.'

Completed in 1951, the Barry Building was designed to be a contextual part of its environmental and civic community. To integrate into its environment, it maximized natural light, used cross-ventilation to minimize the need for air conditioning, and featured a screen on its eastern side to mitigate the effects of the harsh afternoon sun. Within this context, the Barry Building was decades ahead of its time - in the 21st century, we speak of sustainable development principles that endeavor to accomplish this! To further aggravate the contempt for such principles, the current developer's rogue intent to demolish all active, and still useful, energy resources embodied in this complex is wrong, from any angle.

Response to Comment No. 16-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 16-2

Brentwood has long been known as a neighborhood with progressive ideals. May the City of Los Angeles rule against awarding short term gains to an enterprising land developer who has clearly held the historic designation in contempt for years. The Barry Building should have its due opportunity to be integrated and continue its service to its community, whilst expressing its architectural and cultural significance.

Thanking decision makers in advance for your prudent actions,

Response to Comment No. 16-2

Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. See also Response to Comment 8-1 for additional information on Alternative 4.

LETTER NO. 17

Ainslee De Wolf

Comment No. 17-1

For years I have admired and enjoyed the courtyard of the Barry Building. On a hot day it is delightfully cool and restful, a lovely place to sit and have a coffee and refreshing to just pass through on your way to an appointment. I imagine that it provides a surprising amount of btu's of cooling for the shops and offices surrounding it. The Barry Building is something that is unique to Southern California and should be preserved.

Response to Comment No. 17-1

The comment provides the commenter's opinion that the Barry Building should be preserved. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 17-2

I was part of the original contingent who worked to preserve this valuable piece of Architecture and I am perplexed by how ephemeral that protection appears to be.

- The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. Every effort should be taken to avoid the demolition of this designated landmark.

Response to Comment No. 17-2

The comment provides the commenter's opinion that the Barry Building should be preserved. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, the history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, and in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). As described therein, the Barry Building is designated Los Angeles Historic-Cultural Monument #887. The Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments; however, demolition can be delayed for the time period specified in the Ordinance.

Comment No. 17-3

- With its numerous retail spaces and large central courtyard, the Barry Building can be adapted to fit the needs of the Green Hollow Square project.

Response to Comment No. 17-3

The comment provides the commenter's opinion that the Barry Building can be adapted to fit the proposed project. Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. The commenter's opinion is nevertheless acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 17-4

- The Barry Building can be sensitively upgraded for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 17-4

The comment states that the Barry Building can be upgraded for enhanced energy efficiency. According to the Gruen Report (included as Appendix M to the Draft EIR), certain upgrades can be made, although additional information would be needed to determine the feasibility of many of these upgrades. See also Responses to Comments 7-10 and 7-11.

Comment No. 17-5

- Alternative 4, the preservation alternative, should be the preferred project as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 17-5

The comment provides the commenter's opinion that Alternative 4 should be the preferred project. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 17-6

- Demolition of the Barry Building, a city landmark, calls into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 17-6

The comment provides the commenter's opinion about the City's ability to protect landmarks. As such, the commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. See also Response to Comment 17-2.

Comment No. 17-7

Please preserve this wonderful example of Southern California's Architectural Heritage.

Response to Comment No. 17-7

The comment provides the commenter's opinion that the Barry Building should be preserved. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 18

Steven E. Murphy

Comment No. 18-1

I am writing to you in response to learning that Brentwood's Berry Building is again in peril of being demolished. I began visiting Los Angeles from the Bay Area as a child in the 1960's. My grandparents lived in Brentwood and we often walked to the Berry Building to shop and relax in the courtyard. My lifelong interest in architecture began at about this time and I remember being fascinated by the suspended staircase, it is one of my fondest early memories of Los Angeles.

In a city that is often chided for obliterating its past and not having an identity, how can this building continue to be in jeopardy? As a transplant from San Francisco for the past ten years, I have always had a great affinity for Los Angeles and love my adopted city. I do get tired though of always having to defend LA to my friends in the north. The loss of an architectural treasure like the Berry Building will only perpetuate the myth that Los Angeles is a place that cares nothing about its own history. The Berry Building is quintessential Los Angeles and I hope it will be here for many future generations to enjoy and be inspired by.

Response to Comment No. 18-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 18-2

Please consider these points in your review:

- The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. Every effort should be taken to avoid the demolition of this designated landmark.

Response to Comment No. 18-2

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 18-3

- With its numerous retail spaces and large central courtyard, the Barry Building can be adapted to fit the needs of the Green Hollow Square project.

Response to Comment No. 18-3

The comment is the same as Comment 17-3. Therefore, see Response to Comment 17-3.

Comment No. 18-4

- The Barry Building can be sensitively upgraded for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 18-4

The comment is the same as Comment 17-4. Therefore, see Response to Comment 17-4.

Comment No. 18-5

- Alternative 4, the preservation alternative, should be the preferred project as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 18-5

The comment is the same as Comment 17-5. Therefore, see Response to Comment 17-5.

Comment No. 18-6

- Demolition of the Barry Building, a city landmark, calls into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 18-6

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 18-7

Please preserve this wonderful example of Southern California's Architectural Heritage.

Response to Comment No. 18-7

The comment is the same as Comment 17-7. Therefore, see Response to Comment 17-7.

LETTER NO. 19

Jean Svoboda
3535 Lathrop Ave.
Simi Valley, CA 93063

Comment No. 19-1

Don't demolish **The Barry Building! It is a designated Los Angeles landmark**, Historic-Cultural Monument #887, and these historical buildings are important!. They are living history, real, tangible, informative, beautiful! I have taken walks with the Conservancy to see all the wonderful historic buildings in L.A. In fact, they are the best experiences I've had downtown on the streets of L.A. I come from Simi Valley into L.A. for many cultural events, and when I walk the city, I fall in love with it! These historic buildings are so interesting, and for those of us unfamiliar with the streets of L.A. they provide a great (safe) opportunity to see the wonderful parts of the real L.A., the living, breathing L.A. Interesting that historical buildings bring life to these contemporary times. I realize you may have to the Barry Building for something else. With its numerous retail spaces and large central courtyard, **the Barry Building can be adapted** to fit the needs of the Green Hollow Square project. **The Barry Building can be sensitively upgraded** for enhanced energy efficiency to meet the project's sustainability goals. **Alternative 4, the preservation alternative, should be the preferred project** as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project. Please, think of future citizens who want to walk the streets of L.A. and will be able to continue to feel the past in the present. These historic buildings give L.A. a better reputation, considerate of the past, appreciative of the architecture of the past and it reinforces the belief that the city can and will protect our cultural heritage when clear adaptive reuse options exist. When I read about the Philharmonic Auditorium Building (HCM #61) being demolished in 1985 and that the site remains a parking lot today, I felt so disappointed and sad. Please, don't let something like this happen again. These historic buildings are one of the main reasons that I come into L.A. Don't ruin that for those of us who enjoy visiting your wonderful city for the history as well as the museums, concerts, festivals and neighborhood sites.

Response to Comment No. 19-1

The comment duplicates comments provided in Comment Letter 17 regarding the Barry Building. Therefore, see Responses to Comments 17-1 through 17-7. See also Responses to Comments 7-10 and 7-11.

LETTER NO. 20

Robin Shine

Comment No. 20-1

I just cry when I drive the streets of Los Angeles. I recall the way it used to be. The historic May Company building is now gone, a victim of the fricken LACMA which is not a cultural haven as the curator allows crap. Other wonderful old Los Angeles buildings (well old for L.A.) are being demolished in droves. It is horrible, there is nothing here to relate to anymore.

Response to Comment No. 20-1

The comment provides the commenter's opinion regarding historic buildings in Los Angeles, but does state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Further, the comment mistakenly states that May Company building has been demolished. However, the May Company building still exists as part of the Los Angeles County Museum of Art (LACMA West Building).

Comment No. 20-2

Worse still is the trees and whomever is chopping them down. Why? There is no shade, no oxygen being generated, no breeze and no greenscaping. I frankly think Terrorists are behind the destruction of Los Angeles. I thought it was > corporate greed, but I am beginning to wonder now.

Response to Comment No. 20-2

The comment provides the commenter's opinion, but does state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 20-3

The Barry Building is not much of an architectural gem, but it is better than the monstrosity you plan in its place. Enough with the overbearing highrises. We cannot be another New York and certainly don't have the charm of New York. At least there is street scaping there. That is a city designed for cold steel and concrete. Los Angeles is a city designed for charm and comfort and to take in the outdoor feel.

Response to Comment No. 20-3

The height of the proposed project would be approximately 39.5 feet, which is not a high rise as the commenter opines. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 21

Kelly Ireland

Comment No. 21-1

I'm writing to express my concern over the potential destruction of the Barry Building on San Vicente Blvd. in Brentwood. The building is a designated Historic-Cultural Landmark and we should take care to protect our city's heritage.

Response to Comment No. 21-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 21-2

The building should instead be incorporated into the Green Hollow Square Project design. Alternative 4 is the project that should be used.

Response to Comment No. 21-2

The comment provides the commenter's opinion that Alternative 4 is the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 22

John Ballon

Comment No. 22-1

As a lifelong resident of Brentwood, I grew up blocks away from Barry Building. Until a few years ago, the Barry Building's Dutton Books was a key gathering place for the local community. Now that it's gone, there is a hole in the fabric of our community. But the building, with all its cultural and architectural significance, remains. With its abundant retail space and inviting central courtyard, the Barry Building can readily fit the stated needs of the Green Hollow Square project.

As you know, the Barry Building is a designated Los Angeles landmark (Historic-Cultural Monument #887). Every possible effort should be made to prevent the demolition of yet another designated landmark. I urge you to seek 'Alternative 4,' the preservation alternative, as it would retain and reuse the Barry Building while providing the same number of parking spaces and a comparable amount of square footage as the proposed project.

It goes without saying that demolition of the Barry Building would seriously call into question the City's ability to protect our cultural heritage when attractive alternative options exist.

I am not just a Brentwood resident but also a politically active constituent. In my humble opinion, retaining the architecturally significant Barry Building--one of the area's few remaining commercial Historic-Cultural Monuments—should be a priority.

We will be remembered by future generations not just for what we build, but for what we tear down. Please do the right thing.

Response to Comment No. 22-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 23

Debora Dale

Comment No. 23-1

I live in the neighborhood of the Barry Building, own a business in Santa Monica and am very concerned with our west side community. I fought long and hard to help Dutton's be able to continue in the building and have been following the progress of this project very closely since then.

I think it would be a tragedy to do anything with the Barry Building other than to adapt its existence into the overall plan for the development and upgrade it to meet sustainability requirements. It can easily be seen as an enhancement to the project and preservation of gems like the Barry Building is the epitome of sustainability!

The Barry Building is already "Historical Cultural Monument #887" and should stay that way. Los Angeles has made great strides in the near past to disavow its reputation as a landmark destroyer, unable of appreciating or valuing its architectural gifts. Please don't weaken and sell out to a billionaire developer!

Response to Comment No. 23-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Further, with respect to the ability to upgrade the Barry Building to meet sustainability requirements, see Responses to Comments 7-10, 7-11, and 17-4.

LETTER NO. 24

Don and Donna Faxon

Comment No. 24-1

My wife and I are very concerned that a building already listed as an L.A. Cultural Monument and as significant as the Barry Building (listing no. 887) would be targeted for demolition to allow for even more over-scale development. Please act responsibly and save this property!

Response to Comment No. 24-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 25

Carol Cetrone

Comment No. 25-1

Please, do not demolish the Barry Building !!

There are clear, workable options for adaptive reuse of this building !!

The landmarked Barry Building must be **reused** as part of the Green Hollow Square project.

Response to Comment No. 25-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and its inclusion as part of the proposed project. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 25-2

- **The Barry Building is a designated Los Angeles landmark**, Historic-Cultural Monument #887. Every effort should be taken to avoid the demolition of this designated landmark.

Response to Comment No. 25-2

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 25-3

- With its numerous retail spaces and large central courtyard, the Barry Building **can be adapted** to fit the needs of the Green Hollow Square project.

Response to Comment No. 25-3

The comment is the same as Comment 17-3. Therefore, see Response to Comment 17-3.

Comment No. 25-4

- **The Barry Building can be sensitively upgraded** for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 25-4

The comment is the same as Comment 17-4. Therefore, see Response to Comment 17-4.

Comment No. 25-5

- **Alternative 4, the preservation alternative, should be the preferred project** as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 25-5

The comment is the same as Comment 17-5. Therefore, see Response to Comment 17-5.

Comment No. 25-6

- **Alternative 4 can be further developed and refined** to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

Response to Comment No. 25-6

See Response to Comment 8-1 for additional information regarding Alternative 4.

Comment No. 25-7

- **Demolition of the Barry Building, a city landmark, would call into question the City's ability** to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 25-7

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 25-8

- **The proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided.** This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Response to Comment No. 25-8

The comment provides the commenter's opinion of general opposition to alterations in the San Vicente Boulevard median. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 26

Torr Leonard

Comment No. 26-1

I am writing you today to voice my displeasure with the plans to demolish the 1951 Barry Building in Brentwood to make way for the Green Hollow Square project.

This demolition occurring despite its designation as LA Historic-Cultural Monument #887 would be unnecessary, misguided, and detrimental to the City's program of local landmarks.

There have been very few instances in which a designated Historic-Cultural Monument has been demolished to make way for new development. In fact, the draft environmental impact report for the project includes a preservation alternative, "Alternative 4," that would reuse the Barry Building for retail space while retaining its landmark designation. Demolishing the building in spite of this option would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist. The Barry Building can be sensitively upgraded for enhanced energy efficiency to meet the project's sustainability goals.

Every effort should be taken to avoid the demolition of this designated landmark. Thank you.

Response to Comment No. 26-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 27

HM

Comment No. 27-1

do **NOT** demolish the Historic Landmark "BARRY" bldg in Brentwood. It is a RESOURCE, and has been DESIGNATED a Cultural Monument. (#887) This wonderful space and be '**re-newed**' ~ '**Re-used**' ~ **Sensitively Upgraded**, with other SUSTAINABLE & adoptive options.

Don't REPEAT the same HORRIBLE, *AWFUL* mistake that was made with the HISTORIC LANDMARK Building that WAS located on Wilshire and La Brea.

The Barry Building can be Developed and Refined to make all parties in the matter happy.

Los Angeles Needs it's Cultural Heritage PROTECTED, **NOT** destroyed.

Natural Trees should NEVER be touched, for ANY Project, for any reason.

It should be very clear that the Barry Bldg os Architecturally Significant.

I want this email listed as an official comment to the EIR Draft for the Green Hollow Square Project.

Response to Comment No. 27-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. Further, the commenter opines that the coral trees in the San Vicente Boulevard median should remain untouched. As such, the commenter's opinions are noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 28

Martha Gravoves
Metro Report, Los Angeles Times

Comment No. 28-1

When is the Barry Building project next up for consideration? Is it coming before the Planning Commission?

Response to Comment No. 28-1

The commenter asks when the proposed project is up for consideration before the Planning Commission. The City will set a Planning Commission date after the Final EIR has been released. All commenters who have provided addresses will receive notices of any hearings.

LETTER NO. 29

Rachel Potucek
426 N. Gardner St.
Los Angeles, CA 90036

Comment No. 29-1

I recently moved to Los Angeles and one of my favorite things about my new hometown is its surprisingly beautiful architecture. The Barry Building (of the future Green Hollow project) is a great example.

I'm really concerned that although the Green Hollow project draft EIR Alternative 4 is recommended, and would keep true to the mission of LA's historic preservation, Alternative 4 is on the chopping block?

Don't give up on adaptive reuse for the green hollows project. Adapt the Barry Building and upgrade it sensitively - do not destroy it for the sake of the owner's pocketbook.

There will always be new owners or developers...never another Barry Building.

Response to Comment No. 29-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 29-2

The Barry Building's destruction reminds me of Long Beach unfortunately (I lived there for five years). I know in Long Beach, if one project gets that coveted "one special variance" for parking, height or other things, it opens the flood gates to myriad developers who seek optimum return on their projects...they use the variance as precedent and convincingly say, "I deserve it too." In the long run, that "just one project" wiped out Long Beach's charm...And similarly, the Barry Building is potentially pandora's box for historic preservation in Los Angeles...

Response to Comment No. 29-2

The comment provides the commenter's opinion that if the Barry Building is demolished, it would open the "flood gates" for other historic buildings to be demolished. However, each historic resource is evaluated separately and the demolition of the Barry Building would have no bearing on other historic resources. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 29-3

Lastly I believe the proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided.

Response to Comment No. 29-3

The comment provides the commenter's opinion of general opposition to the alteration of the coral trees in the San Vicente Boulevard median. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 30

Shirley Akawie
12301 Deerbrook Lane
Los Angeles, CA 90049

Comment No. 30-1

Please don't let the Barry building be demolished. I am a resident of the local neighborhood. I live on the corner of Tigertail Rd and Deerbrook Lane. I have lived here for fifty years. San Vicente is a very lovely street and where I do most of my shopping. Please don't let them demolish a historical building that I visit all the time. Let them upgrade the building but not tear it down.

Response to Comment No. 30-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 31

Shannon Ryan
205 Washington Avenue, Suite 406
Santa Monica, CA 90403

Comment No. 31-1

I strongly urge you to help preserve Los Angeles designated Historic-Cultural Monument #887, the Barry Building. This beautiful building with its large central courtyard and numerous retail spaces can easily be adapted to meet the needs of the “Green Hollow Square” project. The building already attracts many local residents who get their coffee at Luxxe Café, shop in the stores, work, or go to pilates classes in the building. The Barry Building was the successful home of Dunton’s Books for years. The developers can sensitively upgrade the building to enhance its energy efficiency to meet the projects sustainability goals; after all, buildings which are already in existence have much less of an impact on the environment than the demolition and construction of a new building.

Response to Comment No. 31-1

The comment provides the commenter’s opinion of general opposition to the demolition of the Barry Building. As such, this portion of the comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Further, Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. See also Responses to Comments 7-10, 7-11, and 17-4 regarding the feasibility of upgrading the Barry Building to enhance its energy efficiency.

Comment No. 31-2

The EIR Alternative 4, the preservation alternative, should be the preferred project. It retains the use of the Barry Building, while meeting the project’s goals. The Barry Building should not be torn down, just to be recreated in a more contemporary way. Alternative 4 can be further developed and refined to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

Response to Comment No. 31-2

The comment provides the commenter’s opinion that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration. Also, see Response to Comment 8-1 regarding additional information on Alternative 4.

Comment No. 31-3

If the Barry Building, a designated city landmark, were to be demolished it would call into question the ability for the city to protect its cultural heritage, especially when clear adaptive reuse options exist.

Response to Comment No. 31-3

The comment provides the commenter's opinion about the demolition of a historic resource. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 31-4

Additionally, the proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided. This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Response to Comment No. 31-4

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including coral trees). As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 32

Shannon Ryan
205 Washington Avenue, Suite 406
Santa Monica, CA 90403

Comment No. 32-1

I strongly urge you to help preserve Los Angeles designated Historic-Cultural Monument #887, the Barry Building. This beautiful building with its large central courtyard and numerous retail spaces can easily be adapted to meet the needs of the “Green Hollow Square” project. The building already attracts many local residents who get their coffee at Luxxe Café, shop in the stores, work, or go to pilates classes in the building. The Barry Building was the successful home of Dunton’s Books for years. The developers can sensitively upgrade the building to enhance its energy efficiency to meet the projects sustainability goals; after all, buildings which are already in existence have much less of an impact on the environment than the demolition and construction of a new building.

Response to Comment No. 32-1

The comment provides the commenter’s opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 33

Judith Randall

Comment No. 33-1

Do not allow the demolition of the Barry Building in Los Angeles. Whatever new structure replaces this retro-gem cannot possibly make up for its loss. It would be like looking into the mirror and seeing nothing. Save the Barry and save our past, present and future memories.

Response to Comment No. 33-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 34

Rose Cote

Comment No. 34-1

Please preserve the integrity of the Barry Building that already has been recognized and designated as a Historic-Cultural building. As a member of the Los Angeles Conservancy I am made aware of this City's declining historic architectural footprint.

Response to Comment No. 34-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 35

Lucy McBain

Comment No. 35-1

Dear Sirs, My professional opinion is that the Barry Bldg. is ugly and not at all the best use of the space. It was a travesty of justice when the neighbors had it declared an historic or cultural landmark. Everyone knew that they did so only because they wanted to keep the bookstore in their neighborhood, but the bookstore couldn't make enough money to stay n business. Mr. Munger did everything possible to help keep the bookstore in the neighborhood, including having a space for them during and after demolition and construction. The business just couldn't survive. The neighbors don't want anything successful there if it means more people coming to that site because of their fear of increased traffic. The beauty of the building was never an issue, and I think everyone knows that! Mr. Munger has excellent taste and anything he builds would be a great asset to the area.

Response to Comment No. 35-1

The comment provides the commenter's opinions in favor of demolition of the Barry Building and in support of the proposed project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 36

Regina O'Brien

Comment No. 36-1

I am writing to show my support for the Barry Building and its HCM landmark status. Not only is the Barry Building architecturally significant, but it is also beloved by the community. It would set a disastrous precedent were you and the committee to allow the demolition of an Historic Cultural Monument, whose very purpose is to remain in perpetuity a standing Historic Cultural Monument. Will this open the floodgates for others who temporarily have ownership of the city's Cultural and Architectural History to demolish these sites at their will, never to be enjoyed by future generations?

Please recognize the Landmark status of this building, and make the owner consider the reuse of this building in future site plans.

Response to Comment No. 36-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 37

Barbara Kostos
5255 Abbeyfield St.
Long Beach, CA 90815

Comment No. 37-1

Why would this plan still even be in a consideration phase? Demolishing the Barry Building to make room for the Green Hollow Square building would be unnecessary, misguided, and detrimental to the City's program of local landmarks as well as to our cityscape.

As a longtime resident of the city who has seen too much such destructive activity, I beg you to stop this plan from becoming reality. The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. What is the point of designating special buildings as landmarks if they will continue to meet such a fate? It makes no sense.

The current building and space can be modified to suit the purposes which are intended for Green Hollow Square. Consider that instead. Know that I am just one resident but that I am sure that I represent the majority opinion. We can't continue to delete our history, short-lived as it may be.

Response to Comment No. 37-1

The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as the Historic Resource Report prepared by Galvin Preservation Associates (which is included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887. The Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments; however, demolition can be delayed for the time period specified in the Ordinance.

Further, Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development.

The remainder of the comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this portion of the comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 38

Thomas R. Ryan
1035 Georgina Avenue
Santa Monica, CA 90402

Comment No. 38-1

I would appreciate your strong consideration in preserving the Barry Building.

The EIR Alternative 4, the preservation alternative should be followed. It will retain the use of the Barry Building while till meeting the projects goals.

Please do not allow this designated city landmark to be demolished on your watch!

Response to Comment No. 38-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 39

Jaimie Korody

Comment No. 39-1

I am a resident of the 11th Council District and am writing to urge the City of Los Angeles to preserve the Barry Building (Historic-Cultural Monument #887). It would be a catastrophe if this building was to be demolished.

It's my belief that the city must support preservation of our architectural treasures such as the Barry Building. As current day stewards, we owe future generations of Angelenos the opportunity to experience our precious architectural history.

Response to Comment No. 39-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 40

Mary O'Reilly

Comment No. 40-1

I am writing in reference to the upcoming Green Hollow Square Project. This project is a threat to the culture, history, aesthetic and pride of our community in Brentwood. The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887, and every effort should be taken to avoid the demolition. This town offers very little by way of stories of those before us that still remain as it is and taking down this architectural gem is only contributing to that sad fact.

Response to Comment No. 40-1

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 40-2

With its numerous retail spaces and large central courtyard, the Barry Building can be adapted to fit the needs of the Green Hollow Square project. It can be upgraded for enhanced energy efficiency to meet the project's sustainability goals. Alternative 4, the preservation alternative, should be the preferred project as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project. This is clearly the more "sustainable" route if sustainability is truly the issue at hand.

Response to Comment No. 40-2

The comment is the same as Comments 17-3 through 17-5. Therefore, see Responses to Comments 17-3 through 17-5.

Comment No. 40-3

Demolition of the Barry Building, a city landmark, would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist. Further, the proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided. This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Please do not further harm our local community with more unsustainable construction and take away our pride in our history and architecture.

Response to Comment No. 40-3

The comment is the same as Comments 17-6 and 25-8. Therefore, see Responses to Comments 17-6 and 25-8.

LETTER NO. 41

Richard Noel

Comment No. 41-1

Why can't we just leave some of the original structures in Brentwood since that's what made it a charming "village" to begin with. The Barry Building is a great example of Mid-Century Modern retail space which we have precious few of. Aren't there enough oversized and basically unpleasant new buildings in Brentwood? Gee let's make it look like every other modern retail area in Los Angeles and lose all of its original atmosphere and charm! I say enough is enough. I'm sure with all his financial assets, Charles Monger can find many other places to build that don't impact historical sites..

Response to Comment No. 41-1

The comment provides the commenter's opinions that the Barry Building is a great example of Mid-Century Modern retail and that there are enough oversized, modern retail buildings in Los Angeles. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resources Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR. Nevertheless, the commenter's opinions are noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 42

Donald J. Alschuler
13104 Nimrod Place
Los Angeles, CA 90049

Comment No. 42-1

I don't believe that the Barry Building is worthy of being named a Historic-Cultural Monument. The building as it currently stands offers nothing to the community. I don't understand why this building could not be replaced with something more beneficial to the community.

My wife and I are members of the LA Conservancy. We object to their position on this issue.

Response to Comment No. 42-1

The comment provides the commenter's opinion in favor of demolition of the Barry. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 43

Robert and Kenneth Nieberg

Comment No. 43-1

Please find attached letter to Hadar Plafkin, Project Coordinator, Department of City Planning

Although we sent you a previous letter, dated March 27, 2011, concerning the DEIR on the project, Green Hollow Square, being developed by Mr. Charles Munger, there are several other concerns that I would like to address. We live at 11929 Saltair Terrace, directly behind the parking lot of the designated project, and are therefore very concerned about any potential development on this site.

Response to Comment No. 43-1

The comment provides general introductory information but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, all letters received during the public NOP review period are included as part of Appendix B to the Draft EIR.

Comment No. 43-2

The Barry Building which now sits on the site of the proposed Green Hollow Square has been designated by the City of Los Angeles as a Historic Cultural Landmark, #887. It is not often that such an opportunity arises that a building can be preserved so that younger generations can see and appreciate classical architecture from the mid 20th century. The style is such that it provides a significant relaxing courtyard where people of the community meet and chat, have coffee, and even study. It would indeed be a pity not to save the building. The DEIR for Green Hollow Square makes no mention of saving or incorporating this Historic Landmark into its construction.

Response to Comment No. 43-2

The commenter provides the commenter's opinion that the Barry Building should be preserved. Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. The commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 43-3

Mr. Munger has made no mention of construction logistics in the DEIR as it relates to Saltair Terrace, at present a quiet cul de sac, on which Mr. Munger also owns an empty lot adjacent to the parking lot. He has not assured the residents that the street will not be opened to accommodate the construction vehicles. Besides the congestion from the trucks and building machines, imagine the dirt and noise this would

produce, especially affecting this street but also the entire surrounding neighborhood. I can hear the announcements made by the Brentwood Magnet School principal on her bullhorn which is considerably further away than the proposed Green Hollow Square. Imagine the level of noise coming from this project reaching Saltair Terrace.

Response to Comment No. 43-3

See Response to Comment 10-2 regarding project impacts with respect to construction noise. See Responses to Comments 4-19 through 4-21 regarding construction impacts including the issue of construction staging. Further, additional construction analyses (including construction staging, hauling, etc.) have been provided in Section III, Additions and Corrections, of this Final EIR.

Comment No. 43-4

Being a large commercial project accommodating stores, businesses and restaurants, the traffic produced would completely clog up San Vicente Blvd and Saltair Avenue, already compromised by some of the heaviest traffic in a residential area. San Vicente Blvd. was once designated a scenic corridor; but now is one of the most heavily trafficked and congested streets in West Los Angeles. Such a project as designed would only make it like the Van Wyck expressway in N.Y.C. at peak traffic hours. This certainly does not signify “no significant impact” as stated in the DEIR. Saltair Avenue would be similarly effected and used as a “short cut” to and from the commercial area. At present Saltair Avenue is a dangerous street barely allowing residents to walk on the street due to cars passing in a narrow roadway with no sidewalks and with car parking. It is an accident waiting to happen.

Response to Comment No. 43-4

The commenter’s statement that the Draft EIR identifies that “no significant impact[s]” will occur along San Vicente Boulevard due to development of the proposed project is incorrect. The potential project-related traffic impacts in the study area are fully evaluated in the project traffic study (Appendix K-1 of the Draft EIR), and the results are summarized in Table IV.L-11 of the Draft EIR. As shown in this table, the project would be anticipated to result in significant impacts at three intersections along San Vicente Boulevard, including Bundy Drive (both the east and west intersections), Montana Avenue, and Barrington Avenue. See also Response to Comment 4-6. The comment regarding impacts to Saltair has been addressed previously in Responses to Comments 4-9, 4-10, 4-15, and 14-63.

Comment No. 43-5

The coral tree median on San Vicente Blvd, has already been designated an Historic Cultural Monument, #148. It is sad enough when natural forces destroy a tree, but to deliberately remove some of the trees to accommodate an insane traffic plan would be completely unreasonable. None of the traffic designs make any sense. Walking along San Vicente would become dangerous with more busy egresses and ingresses.

Response to Comment No. 43-5

The comment provides the commenter's opinion that none of the concept designs for the optional project design feature (median alteration) makes sense. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 43-6

Such a large commercial enterprise as being proposed does not belong in this neighborhood. The needs of the residents are already met. Many stores have become redundant so that empty storefronts dot San Vicente Blvd. More restaurants are not necessary; there is a plethora of them now, and they only attract people from outside the neighborhood, increasing the congestion. I can imagine other restaurants in the area which have trouble parking their own customers using the Green Hollow Square parking lot for their own purposes.

Response to Comment No. 43-6

The comment provides the commenter's opinion that this project does not belong in the neighborhood and that the needs of the residents are already met. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, it is not anticipated that the excess on-site parking provided for the proposed project would be used for general (non-project) public parking.

Comment No. 43-7

We see nothing positive to come from such a large commercial project. Rather renovate and utilize the Barry Building and add to the attractiveness and desirability of the neighborhood.

Response to Comment No. 43-7

The comment provides the commenter's opinion that the Barry Building should be renovated. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 44

Erin Hartigan

Comment No. 44-1

I write to you as a call to action in hopes that you will save the Barry Building. Please make every effort to preserve this cherished part of my childhood.

I grew up in Brentwood, just blocks from the Barry Building. It housed not only my favorite bookstore, Duttons, but also a makeshift community gathering place and represented a place of many milestones for me. My first job was at Duttons and I spent many hours making friends, studying for tests, researching papers and growing up there. I was heartbroken when Duttons was forced to close, but will be fully devastated if the beautiful, unique building that housed it is obliterated, too.

When I drive through Brentwood now, I hardly recognize the neighborhood that raised me. So many of the original, character-filled buildings have been demolished to make way for new development. The buildings that caused my parents--and by extension me--to initially fall in love with West Los Angeles have mostly disappeared to make way for commercial opportunities, condo buildings and general new growth.

With the demolition of those buildings, many small businesses disappeared, all casualties of a thriving neighborhood's growth. But the Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. It deserves our protection and recognition.

Further, even though Duttons has closed, this continues to be a community center for learning, exercising and gathering. We must support its continued role in the unique community of Brentwood.

Please do not let a short-sighted developer destroy a place that has brought so much joy to my life. I know that it will continue to enrich and foster the lives of so many more people if we give it that chance.

Response to Comment No. 44-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and fondness for Dutton's Books that was housed in the Barry Building. As such, the commenter's opinions are noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 45

Lois Becker
3100 Corda Drive
Los Angeles, CA 90049

Comment No. 45-1

As a Southern California native, I have heard time and again people crying out over the degradation or outright destruction of an extraordinary and historic building which should have been designated as a landmark but hadn't been. This, however, is the first time that I can recall an appropriately designated landmark (the Barry Building, Historic- Cultural Monument #887), one where protection was actually applied for and granted in a timely manner, being slated for the wrecking ball.

This is crazy. It's bad for San Vicente. It's bad for Brentwood. It sets a terrible precedent for Historic-Cultural Monuments throughout LA. Styles may change (and like a pendulum they will swing back and forth), but respect for our city's history should not be subject to fads. If something has been designated worthy of preserving, then we should do everything in our power to preserve it. That is why Alternative IV, the preservation alternative of the draft EIR, should be the preferred choice. In addition, it will have the least adverse environmental impacts, the least construction impacts and the least adverse impacts on the community.

With its light, clean mid-century design, abundant retail spaces, and wonderful indoor-outdoor flow, the Barry Building can be preserved and respectfully adapted to improve its energy efficiency and to fit the Green Hollow Square Project needs.

Response to Comment No. 45-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, see Responses to Comments 7-10, 7-11, and 17-2 regarding the feasibility of upgrading the Barry Building to improve energy efficiency.

Comment No. 45-2

And please do not allow the proposed alternative alterations to the median strip and coral trees (Historic-Cultural Monument #148), which are the signature of San Vicente Boulevard.

Response to Comment No. 45-2

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including the coral trees). As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 45-3

As a concerned resident of the Brentwood area and a CD11 constituent, I ask that these historic architectural and landscaping treasures of the Westside be respected and protected (as their designated status requires). World class cities recognize that preservation and development are compatible values and it is time for Los Angeles to grow up and recognize this as well. The Green Hollow Square Project needs to embrace Alternative IV of the Draft EIR and incorporate preservation of the Barry Building and of the San Vicente median. Alternative IV may be in need of further refinement (aren't we all?), but it is a superior solution in so many ways, not least because it honors the past while building for the future.

Response to Comment No. 45-3

The comment provides the commenter's opinion that Alternative 4 should be the preferred project. As such, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, see Response to Comment 8-1 for additional information regarding Alternative 4.

LETTER NO. 46

Matthew Tager
11525 Rochester Ave., #2
Los Angeles, CA 90025

Comment No. 46-1

As a longtime resident of the area I writing to note my support of the conservation and restoration of the Barry Building in Brentwood. It would be criminal to consider the demolition of this architecturally significant building, one of Brentwood's few commercial Historic-Cultural Monuments. Preserving it should be a priority for the City. Although it is difficult to legislate taste as a design professional I object to getting rid of such a stylistically distinctive building in favor of what has become the norm for new development- a bland mash-up of misc. Mediterranean styles. It is also crucial to consider the fact that this part of the city is one of the most congested especially during peak rush hour times. The infrastructure cannot take any more density.

Response to Comment No. 46-1

The first portion of the comment provides the commenter's opinion against the demolition of the Barry Building. As such, this portion of the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment also states that this part of the City is one of the most congested, especially during peak rush hour times. Traffic is discussed in Section IV.L of the Draft EIR and acknowledges that four intersections have been identified as having significant and unavoidable impacts during peak traffic hours.

The comment also states a concern regarding infrastructure. As described in Section IV.M of the Draft EIR (Utilities and Service Systems), impacts to utility infrastructure (wastewater, water, solid waste, electricity, and natural gas) would be less than significant and no mitigation measures are required.

LETTER NO. 47

David and Estelle Felber
575 South Barrington Avenue, #403
Brentwood, CA 90049

Comment No. 47-1

As a native Californian and a resident living in Council District 11 my wife and I take great interest in the Barry Building. Retaining the architecturally significant Barry Building and preventing the demolition of one of Brentwood's few commercial Historic-Cultural Monuments we feel should be a priority for the City. **The Barry Building, Historic Cultural Monument #887 is a designated Los Angeles Landmark. With its numerous retail spaces and large central courtyard the Barry Building can be adapted to fit the needs of the Green Hollow Square project. Alternative 4, the preservation alternative, should be the preferred project** as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project. **Alternative 4 can be further developed and refined** to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

Response to Comment No. 47-1

The comment is the same as Comments 17-2 through 17-5. Therefore, see Responses to Comments 17-2 through 17-5.

Comment No. 47-2

Demolition of the Barry Building, a city landmark, would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 47-2

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 47-3

The proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided. This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Response to Comment No. 47-3

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including coral trees). As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 47-4

I urge the Los Angeles Department of City Planning and Councilman Rosendahl to preserve the legacy of the Barry Building and prevent the demolition of Brentwood's few commercial Historic Cultural Monuments. This commitment should be a priority for the City.

Response to Comment No. 47-4

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 48

Carli Greenebaum
11906 Saltair Terrace
Los Angeles, CA 90049

Comment No. 48-1

I am a resident in the Brentwood neighborhood abutting the project referenced above.

Please find attached my letter with significant concerns regarding the Green Hollow Square Project as proposed.

Please call me if you have any questions regarding my letter and thank you very much for your consideration of my concerns as a neighbor in this community.

Response to Comment No. 48-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 48-2

I am writing to you with regard to the proposed "Green Hollow Square Project" on San Vicente Boulevard in Brentwood. My home is located on the small cul de sac Saltair Terrace that abuts the parking area that currently sits behind the small neighborhood Barry Building. The existing building and parking lot are visible from my front yard due to the Green Hollow Square project developers' purchase of and subsequent immediate demolition of the SFD previously located at the end of our cul de sac. The tearing down of this home and old growth, privacy providing foliage on the property were the first signs we had of this developer's impending complete lack of regard for our existing r-1 zoned neighborhood.

I have lived here for almost 8 years. I bought this house to raise my young children due primarily to the quiet nature of this old neighborhood with small homes and convenient access to our neighborhood schools. Over the past 7 years several very troubling changes have begun taking place that make absolutely no sense in an r-1 zoned quiet residential neighborhood. The worst of course is the unreasonably outsized mall being proposed to replace the existing neighborhood appropriate Barry Building development. I implore the City to seriously take into consideration the potentially horrible impact this could have on an increasingly untenable traffic situation on the already often-gridlocked rush hour traffic at the corner of Saltair Avenue and San Vicente Boulevard.

Response to Comment No. 48-2

The comment provides the commenter's opinion that the project is "unreasonably outsized" for the neighborhood. However, the proposed project would contain neighborhood-serving uses such as restaurants, retail, and offices to complement the existing residential neighborhood areas. The project is not designed to be a "destination" project in terms of either use or size. The discussion of land use and zoning compatibility is contained in Section IV.H of the Draft EIR. It was concluded therein that the proposed project would have a less than significant impact with respect to land use and planning. Further, the proposed project would not provide access on any residential streets and the parking area would be shielded from view of the surrounding residential properties through the implementation of foliage cover. For a discussion of traffic at the intersection of Saltair Avenue and San Vicente Boulevard, see Response to Comment 4-9.

Comment No. 48-3

At peak rush hour right now (between 8-10 am and 3- 6 pm) it can be virtually impossible to get through the intersection of San Vicente Boulevard and Saltair Avenue. In spite of giant white letters painted on west bound lanes stating "DO NOT BLOCK" the intersection, westbound cars on San Vicente are almost continuously idling on top of the words and blocking this intersection. The westbound San Vicente traffic is trying to make it past the Bundy/San Vicente light (an intersection often blocked by traffic headed south on Bundy trying to get across San Vicente headed to the 1-10 access on Bundy and Pico). Other westbound drivers are blocking the intersection while waiting to make a u-turn at the cut through located here to get to businesses on the south side of San Vicente. Making that u-turn requires waiting for an opening in the grid locked traffic headed east on the other side of San Vicente. There are also cars trying to use Saltair Avenue as a pass through to access the grid locked Sunset Boulevard traffic headed to the I-405 on ramps.

Response to Comment No. 48-3

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 48-4

It is imperative that any traffic study undertaken with regard to the Green Hollow Square Project MUST take place during the academic year and include the hours of 3-6 pm. There is a large elementary school less than one block from the Saltair & San Vicente intersection, a nursery school housed in the Brentwood Presbyterian Church located directly at the intersection on the south side of San Vicente and a middle school of 2,700 students not more than 1 mile away. During those peak hours the number of cars commuting to and from work and driving children home and to after school activities brings this area to a gridlocked stop on a daily basis already. does not even take into account the nearly 10 other nursery schools and public and private schools with in a 5-mile radius form this intersection that are accessed by San Vicente.

There are also 2 crowded 5-story office buildings on each side of this corner with parking for both buildings accessed on the first block of South Saltair Avenue just north of San Vicente. In addition, the first "residence" on the west side of Saltair after the office building parking lot is owned by a Chabad house who have already obtained some kind of conditional use permit. This organization has excessive attendant traffic all day long including the drop off and pick up of small children for some kind of daycare/early childhood education services. This group has also made some kind of arrangement with several of the homes across the street on the east side of Saltair (632, 634 and 640 Saltair) avenue to use those homes' driveways for loading unloading of kids and overflow parking. The first two southern most homes on the east side of the Saltair Avenue are owned by the Green Hollow developer and, in addition to allowing Chabad house drop off parking, are sublet to multiple tenants also adding to the increasingly dangerous amount of congestion at the south end of Saltair Avenue where it meets San Vicente. This existing traffic congestion is only growing more and more dangerous while neighborhood adult and children pedestrians continue to use Saltair to walk to and from San Vicente to access our local neighborhood grocery store among other small businesses at the corner of San Vicente and Bundy (less than half of a block from this same intersection).

Response to Comment No. 48-4

Regarding the comment that the traffic analyses for the proposed project "...must take place during the academic year and include the hours of 3 – 6 PM", as shown in the appendix of the project traffic study (Appendix K-1 of the Draft EIR), and noted on page IV.L-7, the intersection traffic counts utilized in the project traffic study were performed under typical mid-week conditions when area schools were in normal operations (May, early June, and November). Further, the peak period intersections traffic counts used in the study were conducted during the hours of 7:00 AM to 10:00 AM, and again from 3:00 PM to 6:00 PM. The remainder of this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 48-5

The idea of a major mall being developed half a block east of this existing gridlocked traffic is truly unimaginable. It is almost impossible to imagine life for the residents of this area of the city to continue in any reasonable manner. On my small cul de sac we are terrified of the scenario this developer has already set up by tearing down a home at the end of our street. It appears very likely he intends to use this R-1 lot for the construction of his 90,000 square foot mall either to park construction equipment, worker vehicles or even for the massive trash dumpsters the project will require. I have spoken with a city planning official in the West Los Angeles Building Department who said that in spite of the highly restrictive protections afforded to homeowners, a developer of this magnitude would ride roughshod over residents by putting his ample resources to work. My daughter has severe allergies and asthma and I am already losing sleep imagining the impact on her health of the additional dirt and noise of construction equipment sitting on and being used as egress to the giant development just one house away from our home.

Response to Comment No. 48-5

The comment states the commenter's concern that the project would be a major mall in a residential area. The proposed project would contain neighborhood-serving uses such as restaurants, retail, and offices to complement existing residential neighborhoods in the area. The project is not designed to be a destination-type project in terms of uses or size. See also Response to Comment 48-2, above, for a discussion on land use compatibility.

The comment also states concern about construction equipment parking and construction worker parking. The comment erroneously states that the development would be a 90,000 square foot mall. The proposed project would be approximately 73,300 square feet of neighborhood-oriented uses in addition to 3,700 sf of outdoor dining space, or a total of 77,000 square feet. Further, see Responses to Comments 4-19 through 4-21 for information regarding construction staging and construction worker parking. Further, additional construction analyses (including construction staging, hauling, etc.) have been provided in Section III, Additions and Corrections, of this Final EIR. The comment states the commenter's concern regarding noise from construction equipment. Section IV.I. discusses construction noise impacts and provides Mitigation Measures I-1 to I-11 to reduce construction-related noise and vibration, which include some of the following: the use of restrictions on hours and days, reducing multiple devices running simultaneously, sound control curtains, and other noise and muffler concealing devices. Nevertheless, because construction noise levels are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period and by more than 10 dBA for more than one day at the identified noise-sensitive receptors, construction noise impacts would be significant and unavoidable. A Statement of Overriding Considerations would be prepared if the City decides to approve this project, despite significant and unavoidable construction noise impacts. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment also states the commenter's concern regarding dust from construction activities. The project would be required to comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, which governs fugitive dust. Rule 403 reduces fugitive dust through a variety of activities including frequent watering down, covering stockpiles, limiting vehicle speeds onsite, and suspending grading when winds exceed a certain speed. The full list is provided on page C-22 of the Draft EIR. Section IV.C. of the Draft EIR discusses construction and operation-related air quality impacts, including dust and concludes that the dust control measures are appropriate and impacts would be less than significant.

Comment No. 48-6

My concerns expressed thus far only reflect my severe anxiety about the overwhelmingly negative impact of an enormous, long-term construction project. That is nothing compared to the horrible ongoing environmental impact that will result once a mall of this magnitude is operational abutting our single family dwellings. Aside from the obvious loss of our basic right to quiet enjoyment in this old R-1 zoned sleepy neighborhood the negative impact of a massive increase in the night time noise, light and exhaust fumes from the cars this place will attract in the evening will be devastating. On a personal note, I moved

my children here with the understanding that the local businesses in the Brentwood community near our home for the most part respected their proximity to homes and abided by reasonable early evening closing hours. The garbage dumping and collection noise, patrons gathering late at night virtually in our backyards and requisite parking lot safety lighting for two levels of additional mall style parking will be overwhelming to this area. The access point for the proposed second level of parking will also be approximately 50 feet from my asthmatic daughters bedroom window. How can the city deem this a reasonable project? We are hoping against hope that City Planning will insure there are more exhaustive studies undertaken to determine appropriate restrictions for the use of this space given the existing density of homes and small businesses

Response to Comment No. 48-6

The comment states additional concerns with the project site's proximity to residential homes and the impacts on noise, light, and exhaust during operation. As described in section IV.I., operational noise from vehicles, HVAC and other building units, the parking facility, and outdoor dining areas would be less than significant with the thresholds set by CEQA and the City of Los Angeles. As described in section IV.B.3, nighttime lighting would be well-shielded and focused onto the project site and designed so as to not spill directly onto other light-sensitive areas.

As described on page IV.C-38, the project would not create objectionable odors affecting a substantial number of people during construction or operation. The project does not include any uses identified by the SCAQMD as being associated with odors. Vehicle exhaust would be typical and indistinguishable to the existing and future exhaust along San Vicente Boulevard and the other uses along the north side of the street. The existing site already has parking in the rear along the residential homes to the north. The proposed project would not change this site arrangement with parking at grade, but would include subterranean parking.

Comment No. 48-7

We respect that the owner of this project site has the legal right to develop it but we have been pleading with them to consider a development in appropriate proportion to the existing one with sensitivity to the culturally significant existing structure and to the impact of additional business density on the neighborhood as a whole given existing geographic limitations. There are already many restaurants and a variety of retail establishments lining the San Vicente corridor many of which are already having a hard time remaining viable. There are simply so many practical considerations that make the proposed development an untenable disaster waiting to explode. PLEASE, please insure that proper studies are undertaken to truly reflect the current composition of traffic and the business needs of this small community. I would be happy to answer any questions you may have and thank you so much for your anticipated assistance.

Response to Comment No. 48-7

The comment provides the commenter's opinions that the proposed project is too large to be located near residential uses, and that the Barry Building should be preserved. The comment also provides the

commenter's opinion that the area has enough restaurants and retail uses. As such, the commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment asks that proper studies are undertaken to reflect the current traffic conditions. A current traffic study was undertaken which looked at existing, future with and without the project, as well as a number of related projects that could contribute to traffic. The Traffic study is included as Appendix K of the Draft EIR. Further, the Department of Transportation (DOT) completed its review of the traffic study on October 4, 2010, and determined that the traffic study adequately describes the project-related impacts of the proposed project. The DOT approval letter is also included in Appendix K to the Draft EIR.

LETTER NO. 49

Cheryl Drasin

Comment No. 49-1

To whom it may concern: I am a local resident and constituent, retaining the architecturally significant Barry Building and preventing the demolition of one of Brentwood's few commercial Historic- Cultural Monuments should be a priority for our City. Every effort should be taken to avoid demolition.

Response to Comment No. 49-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 49-2

With its many retail spaces and large courtyard our little oasis here in Brentwood. The Barry Building can be adapted to fit the needs of the Green Hollow Square Project. The Barry Building could also be upgraded for enhanced energy efficiency to meet the project's sustainability goals to retain and reuse the Barry Building while meeting many of the project goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project. Demolition of the Barry Building, a city landmark, calls into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 49-2

The comment is the same as Comments 17-3 through 17-6. Therefore, see Responses to Comments 17-3 through 17-6.

LETTER NO. 50

Evelyn Stern

Comment No. 50-1

I am a 44-year resident of Brentwood, the owner of two homes designated Los Angeles cultural-historical monuments (#721 and #797), a former president and director of Brentwood Homeowners Association, and currently a member of the San Vicente Scenic Corridor Design Review Board.

I most strongly urge you to reject the Munger plan to demolish the Barry Building on San Vicente Boulevard, an intact example of the International Style on a relatively modest scale and a designated Los Angeles landmark . It is the only commercial structure so recognized in Brentwood, as far as I know.

Response to Comment No. 50-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 50-2

Unfortunately our experience in Brentwood has been that malls such as that proposed by Munger swamp the visual landscape to the detriment of the boulevard, which the San Vicente Scenic Corridor Plan envisions first and foremost as a pedestrian-friendly thoroughfare where local residents can gather, meet their neighbors, and relax. These malls are inevitably out of scale with the nearby structures, to the detriment of the aesthetics of the boulevard. The block where the Munger mall would be located has so far almost entirely escaped over-building. The San Vicente Scenic Corridor Plan was instituted specifically to retain small shops and avoid Brentwood's becoming a "shopping destination."

Response to Comment No. 50-2

The comment states that the proposed project would be visually detrimental to San Vicente Boulevard and out of scale with nearby structures. The proposed project would be shorter than the existing 4-story Coldwell Bank building immediately west of the project site. The proposed project would also be shorter than the 7-story Comerica Bank building located to the west, across Saltair Avenue. Further, the proposed project would be shorter than the 9-story building on the south side of San Vicente Boulevard across the street from the project site. See also Response to Comment 66-5 regarding the project's consistency with the San Vicente Scenic Corridor Scenic Plan.

The comment also states that the purpose of the Specific Plan is to avoid Brentwood becoming a "shopping destination." In fact, the Specific Plan recognizes that "development along the boulevard should preserve, protect and encourage retail shops and personal services and grocery stores on the ground floor of buildings for the benefit of the local community" (Specific Plan, page 1). The proposed

project would contain neighborhood-serving uses such as restaurants, retail, and offices to complement existing residential neighborhoods in the area. The project is not designed to be a destination-type project in terms of uses or size.

Comment No. 50-3

I am informed that the Barry Building can be sensitively adapted and upgraded for reuse. There is no justification for adding to traffic and parking problems in the area. Brentwood has apparently the least amount of parking available of all neighborhood commercial areas in the city. Last year I was involved in counting the number of restaurants on San Vicente Boulevard in connection with another issue. We already have something like 49 eating establishments in a span of a little over a mile. I seriously doubt we need the additional six restaurants Munger promises to bring us. (It may be more or less than six now; it was six the last time I saw a description of the project.)

Response to Comment No. 50-3

The comment provides the commenter's opinion that the Barry Building should be adapted and upgraded for re-use. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 50-4

Just as most of us, individually, value our heritage by gathering and preserving family histories, we need to educate Angelenos that the city's built environment is part of our community heritage. We all stand on the shoulders of others who came before. A city without a memory is a city without a soul.

Response to Comment No. 50-4

The comment provides the commenter's opinion about the City's heritage. As such, the comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 51

William H. Johnston, M.D.
13600 Marina Pointe Drive
Marina del Rey, CA 90292

Comment No. 51-1

- Every effort should be taken to avoid the demolition of this designated landmark.

Response to Comment No. 51-1

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 51-2

- With its numerous retail spaces and large central courtyard, **the Barry Building can be adapted** to fit the needs of the Green Hollow Square project.

Response to Comment No. 51-2

The comment is the same as Comment 17-3. Therefore, see Response to Comment 17-3.

Comment No. 51-3

- **The Barry Building can be sensitively upgraded** for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 51-3

The comment is the same as Comment 17-4. Therefore, see Response to Comment 17-4.

Comment No. 51-4

- **Alternative 4, the preservation alternative, should be the preferred project** as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 51-4

The comment is the same as Comment 17-5. Therefore, see Response to Comment 17-5.

Comment No. 51-5

- **Alternative 4 can be further developed and refined** to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

Response to Comment No. 51-5

The comment is the same as Comment 25-6. Therefore, see Response to Comment 25-6.

Comment No. 51-6

- Demolition of the Barry Building, a city landmark, would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 51-6

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 51-7

- **The proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided.** This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Response to Comment No. 51-7

The comment is the same as Comment 25-8. Therefore, see Response to Comment 25-8.

LETTER NO. 52

Ty Miller

Comment No. 52-1

Please find my comments regarding the Draft EIR for the Green Hallow Square Project (The Barry Building) attached for the public record.

Response to Comment No. 52-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 52-2

I am writing this letter to urge the City of Los Angeles to insure that every effort be taken to avoid the demolition of the Barry Building. The demolition of the Barry Building, a designated city landmark (HCM #887), would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist to the developer. With its numerous retail and creative office spaces and large central courtyard, the Barry Building can be adapted to not only meet the needs of the Green Hallow Square Project, but become a focal point for the project, making it unique among the other numerous restaurant/retail projects lining the San Vicente Scenic Corridor.

Response to Comment No. 52-2

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 52-3

Alternative #4, the so-called preservation alternative as outlined in the draft EIR, should be the preferred project, as it's stated objective is to retain and creatively reuse the Barry Building while meeting many, if not most, of the project's original goals. These include providing the same number of parking spaces and nearly the same amount of square footage as programmed for the currently proposed project.

The draft EIR states, "...Alternative 4 is considered to be the environmentally superior alternative, as it would result in impacts similar to those of the proposed project, and would reduce the significant and unavoidable impacts of the project with respect to both historic resources and aesthetics." I urge the City of Los Angeles require the developer to take the intent of Alternative 4 seriously. The developer, as required by CEQA, must in good faith, develop and refine a viable Alternative 4, both in program and schematics, that results in an overall project based on sound principals of retail planning that, at the same

time, insures any new surrounding construction be appropriately designed to integrate with the Barry Building in a complimentary and sensitive manner.

Response to Comment No. 52-3

The commenter provides the commenter's opinion that Alternative 4 should be the preferred project. The commenter also asks for additional information and refinement of Alternative. Additional information about Alternative 4 is provided in Response to Comment 8-1.

Comment No. 52-4

The Barry Building can be upgraded for enhanced energy efficiency while leveraging the building's original use of day lighting, passive solar control and cross ventilation, thus meeting the developer's sustainability goals. Accessibility issues can be resolved through creatively linking the second levels of the Barry Building with the elevator and stairwell cores serving the new surrounding construction.

Upon review of the "The Preservation Alternative" as documented in the Gruen Report in Appendix M, I have several concerns.

The schematic drawings referenced are simply the developer's original design with the footprint of the Barry Building "cut in." No effort has been made to integrate with new construction three dimensionally with the Barry Building in regards to meaningful pedestrian circulation patterns, viable servicing networks, spatial sequence, sight lines, daylighting or building massing. A realistic building program, including square footages and proforma, can not be evaluated until this work is accomplished.

1. Options to the original building organizational parti should be investigated. The original parti of two parallel driveways and two parallel pedestrian paseos might not be the optimal solution when the Barry Building and it's courtyard and kept in place.
2. The organization of proposed tenant spaces to the rear surface parking lot and circuitous pathways is very questionable in terms of tenant exposure and degree of pedestrian foot fall. The location of proposed office and retail uses which could help with these issues are not made clear.
3. The mix of office use to retail could be used to reduce traffic "trip" counts which could help mitigate some traffic concerns.
4. The proposed floor to floor heights and how they relate to the Barry Building are not addressed seriously. Elevators and new stairs should be kept in the new construction zones, with bridging to the Barry Building a possibility to be explored as well as the possibility of linking some new open space to portions of the Barry Building roof area(s).
5. The close proximity of the proposed exit driveway to the existing driveway of the retail facility to the east of the site is not good traffic design.

6. Building new underground parking below the Barry Building is cost prohibitive and should be solved in the schematic phase for evaluation. Supplying more parking than required should be evaluated in terms of its cost to keeping the Barry Building as a cultural resource for the community. The developer is not clear if the over park will be used by adjacent properties or for future conversion of proposed storage space to retail gla..

7. Tenant retail signage should be treated as a design element and how it would relate to the Barry Building explored.

In summary, Alternative #4 is the preferred project in concept for Green Hollow Square, but it must be further developed to mitigate the impacts stated in the draft EIR and fulfill the City's obligation to preserving one of Los Angeles's cultural gems. Many of the concerns I have stated for Alternative #4 as currently presented in the draft EIR are inherited from the original base scheme and represent flaws in good retail design practices. In a time where market conditions indicate an overbuild in retail and restaurant square footage for the next several years, Alternative #4 and its reuse of the Barry Building gives the developer the opportunity to create a unique retail/office destination along San Vicente Boulevard which continues the pedestrian scale and quality of urban experience sponsored in the San Vicente Scenic Corridor Design Guidelines, while at the same time preserving the Barry Building for the benefit of generations of Angelenos to come.

Response to Comment No. 52-4

The first portion of the comment discusses the ability to upgrade the Barry Building, which is previously discussed in Response to Comment 17-4. Further, see Response to Comment 8-1 for additional information regarding Alternative 4.

Regarding bullet point number 4, according to the applicant as well as an economic study submitted by the applicant's consultant (see Comment Letter 62), the proposed floor-to-ceiling heights for the new development are based on the tenant needs of today's market. Tall floor-to-ceiling heights allow for flexibility with prospective tenants, and gives them the type of spacious and proportionate to potential large floor areas space that is needed to establish a successful retail environment. The lower floor-to-ceiling heights with the existing Barry Building restrict the universe of potential tenants. Further, elevators and new stairs are in fact shown within the new construction zones, with bridging to the Barry Building. Due to the difference in elevation between existing Barry Building tenant spaces at Level 2, handicap lifts are proposed for the purpose of providing disabled access to these spaces, thereby increasing connectivity for all potential patrons. These handicap lifts are located near core areas of the Barry Building in order to maximize existing tenant space and minimize impacts to the existing structure.

The remainder of the comment provides the commenter's opinion that Alternative 4 should be the preferred project. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 52-5

In closing, I would like to point out several other matters of concern for the record. Sincerely,

1. The draft EIR states that the buildings surrounding the Barry Building slated to be demolished have been evaluated by the developer's preservation consultant as being of no historical or cultural significance. This was in part based on the claim that no architect of record was discovered for two of the buildings. It is my understanding that the architect for the Barry Building, Milton Caughey AIA, was also the architect for two of these buildings. I would ask that preservation consultant's evaluation be revisited in light of this information.

Response to Comment No. 52-5

See Responses to Comments 55-4 through 55-7 for an additional evaluation of the historic significance of the buildings surrounding the Barry Building.

Comment No. 52-6

2. Traffic leaving the proposed project and wanting to travel eastbound would be required to make a u-turn at the intersection of San Vicente Blvd. and Saltair. Although Saltair is evaluated for traffic flow, the intersection itself is not evaluated. This seems to be a major flaw in that the stacking capacity for the intersection as it exists is minimal and blockage would be strong possibility during peak hours.

Response to Comment No. 52-6

The comment is addressed previously in Response to Comment 4-15. Therefore, no further response to this comment is necessary.

Comment No. 52-7

3. The proposed alterations to the median and coral trees (HCM #148) as an optional plan along San Vicente Blvd. should be avoided. The removal of six very mature coral trees and mitigating this with replacement with 36" box specimens is not mitigation. This would set a precedent that would invite further deterioration to this linear historic landscape monument for sole personal gain of a few.

Response to Comment No. 52-7

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including the coral trees). As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 53

Nakaquan (email)

Comment No. 53-1

The Barry Building, which is a designated Los Angeles Landmark, should be preserved as an architectural treasure of the city of Brentwood. I feel that the Barry Building can be sensitively reused to maintain the existing character of this building without having to destroy it to build a new structure.

Response to Comment No. 53-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that the Barry Building can be integrated into the project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development.

Comment No. 53-2

I am a resident of Pasadena California where historical preservation has been a priority in this community. The City of Pasadena has taken pride of its architectural and cultural heritage and has worked with developers to maintain the unique character of this city.

I live a few blocks away from the Macy's building in Pasadena. When Macy's and the surrounding properties were re-developed not that long ago, the community chose to preserve this building and incorporate it into a new development design even though the developers want to demolish this historic building.

Last year the Macy's building won the 2010 Pasadena Historic Preservation award. The City of Pasadena website states (<http://www.ci.pasadena.ca.us/EkContent.aspx?theme=Navy&id=8589934953&bid=2970&style=news>), "Award winners will exemplify the best in preservation, restoration and rehabilitation of historic properties in Pasadena. The awards will be presented by the Pasadena Historic Preservation Commission, which serves as an advisory body to the Pasadena City Council, proactively seeking to raise awareness of preservation as a desired land use option through development review and nomination of individual landmarks and landmark districts."

Response to Comment No. 53-2

The comment provides information about the City of Pasadena, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 53-3

The Barry Building can be adapted to fit the needs of the Green Hollow Square project. The City of Los Angeles has already designated the Barry Building as a historical landmark (Historic-Cultural Monument #887), as such the City of Los Angeles should make every effort to preserve this building. If this building is demolished then what is the use of a historical designation if it does not provide any protection to this architectural treasure. I would like to use the City of Pasadena as an example of a City that has embraced its architectural heritage and maintained its unique character. By preserving the Barry Building the City of Brentwood would retain part of the architectural past that makes Brentwood unique to Los Angeles.

As an aside, Last summer we visited Florida where we were surprised to see replicas of the Pan Pacific and the Brown Derby at Disneyworld. It brought back fond memories. At least Florida values these Los Angeles landmark buildings and we can still visit the replicas but the originals are long gone. When a community does not value its architectural heritage then the visual richness of our neighborhoods suffer.

There would be a significant negative impact to the Brentwood community if the Barry Building were to be destroyed. Please preserve and reuse the Barry Building for future generations to enjoy and use.

Response to Comment No. 53-3

The first portion of the comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. The remainder of the comment provides information about the City of Pasadena and the State of Florida, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 54

Steven Keylon
Village Green Board of Directors
5300 Rodeo Road
Los Angeles, CA 90016

Comment No. 54-1

My name is Steven Keylon, I'm on the Board of Directors at Baldwin Hills Village/Village Green, a National Historic Landmark community in Los Angeles.

I urge the City of Los Angeles to consider all of the options before permitting the demolition of the Barry Building for construction of the Green Hollow Square Project.

Our City's historic and cultural landmarks are valuable resources, especially those that have remained intact over the years. The demolition of the Barry Building and alteration of the adjacent median strip and Coral Trees (both of which have already been recognized by the City as historically and culturally significant) would be a sad loss to Brentwood and the rest of the City. The City should take seriously its responsibility to help preserve and protect important architectural, historic or cultural landmarks.

Response to Comment No. 54-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and the alteration of the San Vicente Boulevard median (including the coral trees). As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 54-2

Change is inevitable, but change doesn't have to mean complete obliteration. The Barry Building, with its wonderful human-scale courtyard and retail spaces, can and should be sensitively adapted and upgraded to harmonize with the new construction. Alternative 4, the Preservation Alternative, is the most sensible solution, and would meet the objectives of the overall project, while still retaining a building whose elegant spaces have become loved by those who have experienced them.

Not only should the Barry Building be preserved and repurposed so that others may enjoy these spaces, but the rest of the Green Hollow Square project should be further refined to more successfully harmonize with the Barry Building.

Response to Comment No. 54-2

The comment provides the commenter's opinion that Alternative 4 should be the preferred project. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-

making bodies for their review and consideration. Further, see Response to Comment 8-1 for additional refinement and analysis of Alternative 4.

Comment No. 54-3

The preservation of one of Brentwood's few remaining commercial landmarks would benefit the City. When something significant is lost, it is lost forever. Also, jeopardizing and diminishing the historic character of the Coral Tree median would set a dangerous precedent and possible future threat. It appears an option exists to meet everyone's needs, which would retain the historic Barry Building. In my opinion, it would seem the destruction of the Barry Building isn't the best or only option. Please protect this building.

Response to Comment No. 54-3

The comment reiterates the commenter's opinions provided in Comment 54-1. Therefore, see Response to Comment 54-1.

LETTER NO. 55

Charles J. Fisher

Comment No. 55-1

I am sending you my comments on the Green Hollow Square project in Brentwood that calls for the demolition of the historic Barry Building.

Please address the issues that are noted in this letter in any final EIR for this project proposal.

Response to Comment No. 55-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts pursuant to CEQA. Nevertheless, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 55-2

I am writing this letter to comment on the irreversible negative impact that the present proposal for the demolition of the Historic Barry Building at 11973 San Vicente Boulevard. As a historian who has successfully researched, written and or advocated over 130 successful Historic Cultural Monument nominations for the City of Los Angeles I have been actively involved in the field of historic preservation for almost three decades. My resume is attached to the end of this letter.

Response to Comment No. 55-2

The comment provides the commenter's opinion that demolition of the Barry Building would result in a negative impact to historic resources. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). As described therein, the Barry Building is designated Los Angeles Historic-Cultural Monument #887. Nevertheless, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 55-3

The California Environmental Quality Act requires that various alternatives to any demolition of a historic resource be properly vetted during the EIR process in order to allow for a serious process to allow for the preservation of any threatened historic resource. This process has resulted in the preservation of many historic structures as a part of new projects.

However, while alternatives 1a and 4 note the preservation of the resource, the document rejects both alternatives as being infeasible. The real problem is that the proposals play no more than lip service to a

preservation alternative and fail to adequately explore any real proposals for the preservation of the historic resource. Alternative 1a is the no-build scenario, which would preserve the Barry Building by default. The preservation benefits here are obvious; However, the option has no analysis of the significance of the current setting.

Response to Comment No. 55-3

The comment provides the commenter's opinions with respect to Alternatives 1(a) and 4. The comment states that while Alternative 1(a) "no build", and Alternative 4 "preservation" would retain the historic Barry Building, both alternatives are rejected as infeasible. Alternative 1(a) was rejected as it would not meet any of the project objectives. As stated on page VI-65 of the Draft EIR, Alternative 4 is concluded to be the environmentally superior alternative. However, by retaining the Barry Building, the project may not fully achieve project objective 1, which seeks architectural integration. Also, Alternative 4 may affect the ability to be competitive and achieve the economic goals under project objective 4. As an alternative, the level of detail required for analysis is not as defined as with the proposed project (as described in Response to Comment 4-39). Nonetheless, the analysis of Alternative 4 does explain to decision-makers that the preservation of the Barry Building would occur under this alternative, and reduce a significant impact to a less than significant level. Further, see Response to Comment 8-1 for additional information on Alternative 4.

Comment No. 55-4

It is important to note that the other buildings that surround the Barry Building may also have significance. Two of them were designed by Milton Caughey, the architect of the Barry Building. Also, the building to the East, at 11961-69 San Vicente, was engineered by Edgardo Contini. The report then fails to mention anything further about Contini or his collaboration with Caughey on this building. Contini is well known for his work in Modernism, first as an engineer and later as an architect/engineer. Concurrent with this design was his work with A. Quincy Jones and Whitney R. Smith in the Crestwood Hills homes, a number of which are designated as Los Angeles City Historic Cultural Monuments. Contini later worked with Victor Gruen as one of the founders of Gruen and Associates in 1951. His innovative designs are well documented, yet his work on the 11961 San Vicente Building is only noted once in the Galvin Report with no data on his significance related. The report refers to additions in 1958 and 1993, but makes no mention of the architect Kenneth Anderson designing the 1958 addition. Anderson, who had his early training under Mies Van Der Rohe, is also a known Modernist who should have been discussed in the report. These omissions leave one to wonder what else has been left out when describing the surrounding buildings.

Response to Comment No. 55-4

The biographical information on Edgar Contini and Kenneth Anderson is noted for the record. However, it fails to change the conclusion in the Historic Resource Report prepared by Galvin Preservation Associates. The purpose of the report was not to write the definitive history of each building in the study area, but rather to determine if they were historic resources subject to CEQA. While Edgar Contini may or may not be a master engineer, the building at 11961 San Vicente Boulevard is not considered to be an

important example of his work. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation (1995, page 20) “The property must express a particular phase in the development of the master’s career, an aspect of his or her work, or a particular idea or theme in his or her craft.” In the context of Contini’s body of work, the building at 11961 San Vicente Boulevard is not a notable example. Kenneth Anderson is not recognized as a master architect. Also, he played a marginal role in the design of the building. Furthermore, the prior alterations to the street-facing elevation negatively affected the integrity of the building.

Comment No. 55-5

The building at 11977 has an interesting history as well. David Barry operated a nursery on this site prior to the building of the adjacent structures. A 1947 permit has Milton Caughey designing an addition to an existing building at the site. There is a site plan on the rear of the permit that is almost unreadable on the film, but it appears that this addition may have resulted in the present façade of the building. It is the earliest record that we have of the working relationship between David Barry and Milton Caughey. From 1951 into the 1980s this building, which is an art gallery today, was the home of “California Jungle Gardens”, a specialty exotic plant nursery. None of this information is even mentioned in the Galvin Report.

Response to Comment No. 55-5

The fact that the building at 11977 San Vicente Boulevard was designed by Milton Caughey, does not necessarily mean that it is eligible for designation under Criterion C. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation (1995, page 20) “The property must express a particular phase in the development of the master’s career, an aspect of his or her work, or a particular idea or theme in his or her craft.” The building at 11977 San Vicente Boulevard does not meet that standard. It is representative of the work of Caughey, but is not as notable in design as the Barry Building.

Comment No. 55-6

Taken together, these buildings, which flank the Barry Building to the East and West, form a consistent and cohesive setting for the historic resource. The December 2010 Galvin Report on the historic resources describes these buildings and supply some of their history, as well as some of the history of the Bonner School building, to the West of the other structures. However, the report reviews all of the existing resources individually and not as a grouping, and therefore fails to show how the historic and architectural links between them help to enhance the significance of each of the individual buildings.

Response to Comment No. 55-6

Groups of buildings are evaluated as potential historic districts at the national and state levels and as Historic Preservation Overlay Zones at the local level. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation (1995, page 5) “A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or

aesthetically by plan or physical development.” The area on San Vicente Boulevard around the Barry Building was not evaluated as a potential historic district because it was the professional opinion of Galvin Preservation Associates that there were not enough contributing buildings to constitute a significant concentration and that the area was not an identifiable entity.

Comment No. 55-7

Furthermore, as building permits prior to 1947 were never found on the Bonner School property, it appears that the early history of the school has been glossed over, diminishing its potential significance in the report. No history is given on Esther Bonner, who originally founded and ran the school for its entire 46 year existence. The report states that the original building dates from 1933, but County records show a date of 1924. The building shows in a 1928 aerial view of the area, which again leads one to question the accuracy of the report. How was the 1933 date arrived at with no building permits being found prior to 1947? These aspects and the potential impacts must be adequately vetted and analyzed in the EIR process

Response to Comment No. 55-7

The Los Angeles County Office of the Assessor website indicates the year built/effective year built as 1924/1933. There are no building permits on record prior to 1947 for the property at 11991 San Vicente Boulevard. In the professional opinion of Galvin Preservation Associates, the property as it stands today represents the Bonner Elementary School campus during the period 1947 to 1962. Any improvements to the property made in 1924 are not apparent.⁴ Mrs. Bonner, apart from her establishment of the school, was not found to have made a significant contribution to the history of education at the local, state, or national levels.

Comment No. 55-8

Alternative 4, which is presented as the “preservation alternative”, states that the new project would be built to integrate the Barry Building allowing for its preservation. However, the option appears to only pay lip service to a true preservation option, with the conclusion being that “While every attempt has been made to integrate the Barry Building, the development of this alternative would not be as cohesive as the proposed project...” The option goes on to state that Alternative 4 would be the “environmentally superior alternative”. The report then states that an alternative site for the project is impossible as the developer only owns the subject property and the describes a feeble effort to relocate the Barry Building by offering it to the Los Angeles Department of Recreation and Parks, which is hardly a “good faith” effort to find a true preservation alternative to the present project proposal.

This is important, as there really is no argument among experts in historic preservation that retention of the historic resource is the best solution. I made a simple comment at the Cultural Heritage Commission hearing, April 7, 2011, that the developer needs to design a project that makes the Barry Building its centerpiece. The current proposal that was presented at that meeting shows a project where the new two-

⁴ While the assessor year built date is 1924, the building does not look like it was constructed in 1924. The building permit history picks up in 1947, so it can be assumed that the building was altered post-World War II.

story buildings basically smother the historic structure by surrounding it in a manner that is not cohesive by erecting taller structures. The first thing in good design is to make the new structures complement the historic one. There has been no attempt to do that in the current proposal for Alternative 4. Until that is done, the option is not properly vetted, leaving the environmental process incomplete. The Cultural Heritage Commission has noted that in their comments as well.

This is a project that has an obvious preservation solution, yet it appears to be the developer's vision not to do it. Therefore it must be the City of Los Angeles, as the lead agency, that demands a project that does preserve our historic past.

Response to Comment No. 55-8

The comment provides the commenter's preference for a preservation alternative, and also the commenter's opinion that the design of the preservation alternative should be improved. See Response to Comment 8-1 regarding additional design information for the preservation alternative (Alternative 4).

Comment No. 55-9

The idea of tearing down the historic structure and then creating a slightly larger building that incorporates some of the design elements of the historic building is not a preservation solution. This idea has been rejected as inadequate mitigation in many earlier projects and would set a very bad precedent if allowed to stand.

We have successfully preserved and adaptively reused other historic structures as the centerpiece of successful projects many times. One can look at both the Janes House and the Cinerama dome in Hollywood (The latter of which is still under its original use.) as examples of these projects. This project has fewer impediments than others have, considering that the current use of the Barry Building is consistent with the proposed project.

Response to Comment No. 55-9

The comment states the commenter's opinion that the Barry Building should be adapted and re-used as part of the project, and mentions other adaptive re-use projects. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 55-10

The report that was prepared by Gruen Associates in January of this year describes a number of accepted mitigation measures for the preservation and incorporation of the Barry Building into the project, yet none of these mitigations have been incorporated into the DEIR document. In addition, a letter from Teresa Grimes of Galvin Preservation Associates, concurs with the conclusions of the Gruen Report. Preservation here is so obvious that it should be the primary goal of the new project, not an afterthought that was proposed because the CEQA process requires it.

Response to Comment No. 55-10

The comment states that the “mitigation measures” described in the report prepared by Gruen Associates (included as Appendix M to the Draft EIR) were not incorporated into the Draft EIR. The commenter is referring to the modifications to the existing Barry Building necessary as part of Alternative 4/preservation alternative (see page 6 of the Gruen Report). According to CEQA Guidelines Section 15370, a mitigation measures must avoid, minimize, or reduce over time an impact from the proposed project. Therefore, according to this definition, this list of modifications would not be considered mitigation measures, but rather modifications to the Barry Building to bring it up to current Code requirements.

Comment No. 55-11

The analysis of Historic and Cultural resources in the DEIR is inadequate. It is incomplete and has contradicting information regarding the buildings located at 11961, 11977, and 11991 San Vicente Boulevard. These buildings must be studied in greater detail. Also, the preservation alternatives for the Barry Building must be addressed appropriately and fully.

Response to Comment No. 55-11

The comment reiterates some of the comments provided above. Therefore, see Response to Comment 55-4 regarding the building at 11961 San Vicente Boulevard, Response to Comment 55-5 regarding the building at 11977 San Vicente Boulevard, and 55-7 regarding the building at 11991 San Vicente Boulevard. See also Response to Comment 55-8 regarding Alternative 4.

LETTER NO. 56

Mary-Margaret Stratton

Comment No. 56-1

Please uphold the Barry Building Historic-Cultural Monument #887 as well as the San Vicente Coral Trees Historic-Cultural Monument #148.

I am a resident of Westwood Village and currently live in the Landmarked Gayley Terrace building. I consider Brentwood Village and the San Vicente Corridor to also be part of my my community. I am also the owner and operator of www.LottaLiving.com <<http://www.LottaLiving.com>> an online web 2.0 community for Mid Century Modern architectural enthusiasts from across the country that gets up to 25,000 monthly visitors.

I do not desire to go into the significance of the Barry Building as its importance has already been established. This cultural asset was clearly found to be worthy of Monument Status. What is concerning to me is how easily a designated landmark can be demolished. I am actually appalled that the City would even consider this building's demolition and potential alteration to the coral tree median when there are more acceptable and appropriate options available.

Response to Comment No. 56-1

The first portion of the comment provides the commenter's opinion of general opposition to the demolition of the Barry Building and alteration of the San Vicente Boulevard median. As such, this portion of the comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

With respect to the portion of the comment that questions how a historic resource can be demolished, the Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments. However, demolition can be delayed for the time specified in the Ordinance.

Comment No. 56-2

I am not anti-development, nor anti-business. I am pro-win-win for the community and property owners. The Barry Building can be adapted to fit the needs of the Green Hollow Square project. Alternative 4 should be the preferred project as it retains the building and meets many of the project's goals.

Any other choice sets a precedent for weakening and eventual trivialization of the Historic- Cultural Monument program for the entire city.

Thank you for your consideration.

Response to Comment No. 56-2

The comment provides the commenter's opinion that Alternative 4 should be the preferred project. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 57

Richard H. Platkin, AICP
6400 W. 5th Street
Los Angeles, CA 90048

Comment No. 57-1

My written testimony in response to the Draft Environmental Impact Report for Green Hollow Square, also known as the Brentwood Town Green (ENV-2009-1065 EIR), is attached.

Please contact me if you have any questions or need additional information.

Also, could you please contact me to acknowledge receipt of this email and attachment.

Response to Comment No. 57-1

The comment provides general introductory information but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 57-2

In my comments to the scoping study for the Draft Environmental Impact Report for the Brentwood Town Green / Green Hollow Square (Case No. ENV-2009-1065-EIR), I raised a series of planning issues which have not been adequately responded to in the Draft Environmental Impact Report for this project. The thrust of my original comments to **Category IX – Planning and Land Use**, focused on the following question:

Sub-category b), environmental impact issues related to conflicts with local planning policies as follows:

“Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?”

Response to Comment No. 57-2

Please refer to Response to Comment 4-24 regarding the issue of project consistency with the General Plan as it relates to environmental impacts. In terms of the requisite finding of General Plan consistency as it relates to the discretionary actions necessary to facilitate the proposed project, the applicant has prepared and submitted findings for each of the discretionary actions, as required by the Los Angeles Municipal Code, to the Department of City Planning. These findings address consistency with various

elements of the General Plan, including the Framework Element, Land Use Element (Brentwood-Pacific Palisades Community Plan), and Transportation Element, as well as the San Vicente Scenic Corridor Specific Plan. The Department will review these findings during the decision-making process. The decision-makers must make the necessary findings in the affirmative in order to approve the various discretionary actions. The commenter also asserts that the request for Site Plan Review necessitates a finding of full compliance with the General Plan. This is not in keeping with the standard found elsewhere in the Los Angeles Municipal Code and City Charter that projects be “in substantial conformance with” or “in harmony with” the General Plan, and State law does not require perfect conformity between a proposed project and the General Plan. There is no rationale as to why Site Plan Review requests would be held to a higher standard.

Comment No. 57-3

I answered this question by analyzing the legally required findings which would be required for the project’s eight (8) separate land use entitlements. I noted that all of them – directly or indirectly -- require a legal finding of consistency with the General Plan of the City of Los Angeles. I then proceeded to list the precise legal findings for each of the eight requested discretionary actions by quoting from the relevant sections of the new City of Los Angeles Charter and/or the Los Angeles Municipal Code (LAMC). Most importantly, I referenced Sections 556 and 558 of the City Charter which clearly state that projects, such as the one under study, must be, **“IN SUBSTANTIAL CONFORMANCE WITH THE PURPOSES, INTENT AND PROVISIONS OF THE GENERAL PLAN.”**

Other sections of the code have deleted the word “substantial”, and therefore require full compliance for discretionary actions such as Site Plan Review. Furthermore, other legally required findings, for example Conditional Use Permits, require discretionary actions to be in **“harmony with the General Plan.”**

As reviewing the General Plan consistency findings for the project’s eight (8) discretionary city planning actions, I then discussed the central organizing element of the General Plan, the discretionary General Plan Framework Element. It was adopted in 1996 to integrate all of the General Plan’s required and optional elements. It continues to be the definitive legally adopted statement of planning principles for the City of Los Angeles, and it is unambiguously clear that the city’s underlying planning principle is growth neutrality. This means that all plans, all ordinances, and all discretionary planning actions can only deviate from legally adopted policies and ordinance provisions when they demonstrate that planned and zoned densities are no longer adequate for a particular community. More particularly, a local community must demonstrate that documented population growth and housing demand have outstripped the planned and zoned capacity of a specific geographical area.

In the case of this project, the San Vicente Corridor Specific Plan, the Brentwood-Pacific Palisades Community Plan, and the General Plan Framework Element, no such data is presented in the DEIR or, as far as I am aware, even exists. In fact, all evidence is to the contrary, that these local plans have more than enough planned and zoned capacity to meet all existing and projected growth scenarios without any increases in planned and zoned density. This means that this project’s discretionary actions cannot meet

the legally required findings that its eight requested discretionary actions (fully) comply, substantially comply, or are in harmony with the General Plan of the City of Los Angeles.

To do so, the applicant would need to clearly document the inadequacy of existing plan designations and zoning ordinances. Even though existing plan designations and existing zoning, including zoning overlay ordinances, do not permit this project, as it is currently proposed, relief from them cannot be granted because they impede a business model. Likewise, relief from legally adopted plans and zones cannot be granted by citing scattered General Plan provisions unless there is also consistency with the PURPOSES AND INTENT of the General Plan. To explain this more fully, it is worth looking at the exact words of the General Plan Framework Element on what exactly is meant by growth neutrality:

EXECUTIVE SUMMARY: “The Framework Element does not mandate or encourage growth.”

“The City is not promoting... population growth. Rather, pursuant to conformity requirements, it has developed this Element to establish policies to best accommodate this growth when and if it should occur.”

“LAND USE: The primary objectives of the policies in the Framework Element's Land Use chapter are to support the viability of the City's residential neighborhoods and commercial districts, and, when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit station.”

“INFRASTRUCTURE AND PUBLIC SERVICES: Maintain an adequate system/service to support the needs of population and employment. This encompasses the upgrade and replacement of existing facilities as they deteriorate as well as the expansion of facilities/services to accommodate growth.”

“IMPLEMENTATION PROGRAMS: Establish master plans for infrastructure and public services to upgrade existing deficiencies and meet the needs of future growth.”

CHAPTER ONE. THE GENERAL PLAN SYSTEM: The General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. . . It provides a comprehensive strategy for accommodating long-term growth should it occur as predicted.

“CHAPTER TWO: GROWTH AND CAPACITY: The theoretical capacities of the existing general plan at buildout, as shown in the Framework Element technical reports and Environmental Impact Report, are adequate to accommodate growth to the year 2010. While its housing capacity is more constrained than commercial and industrial uses, the Plan's capacity for growth considerably exceeds any realistic market requirements for the future. For example, there is sufficient capacity for retail and office commercial uses for over 100 years even at optimistic, pre-recession, market growth rates. At the same time, the impact assessments of the current general plan indicate that if all lands were to be developed with the uses at the maximum densities permitted, an unrealistic jobs/housing relationship would result and supporting infrastructure and public services would be unable to support this level of growth.

CHAPTER THREE: LAND USE: “The City's commercially-zoned corridors, districts, and centers have the capacity to accommodate growth that considerably exceeds economic market demands well into the 21st Century. While densities at a 1.5:1 floor area ratio (FAR) are generally permitted, existing development averages approximately 0.58:1 and market demand forecasts indicate increase of only 10 to 15 percent.

CHAPTER THREE: LAND USES (ON SPECIFIC PLANS): In many respects, these plans advance the fundamental goals of the Framework Element for focusing growth, increasing mobility, reducing air pollution, and establishing a higher quality built environment for the City's residents . . . Adoption of the Framework Element does not supersede nor alter adopted specific plans. Adopted specific plans are consistent with the General Plan Framework Element.

Response to Comment No. 57-3

The commenter contends that a finding of General Plan consistency cannot be made relative to the discretionary actions requested in conjunction with the project because discretionary actions “can only deviate from legally adopted policies and ordinance provisions when they demonstrate that planned and zoned densities are no longer adequate for a particular community” as supported by the General Plan principal of growth neutrality. First, the proposed project does not constitute an increase in either planned or zoned density. The combination of C4-1VL and P-1VL zoning, which is applicable to the commercial development site, allows for a maximum floor area ratio of 1.5:1, or in this case a maximum of 105,000 square feet of development. The project is approximately 73,300 square feet in size, which is well within the permitted density. In addition, the proposed retail, office, and restaurant uses and associated parking are consistent with the C4 zoning and Neighborhood Commercial land use designation, as is the proposed single family dwelling unit with the RS zoning and Low Density Residential land use designation. A Zone Change and General Plan Amendment have been requested for a portion of the proposed parking lot which currently lies within the residential zoning and land use designation, and for which the P (automobile parking) zone classification and corresponding Neighborhood Commercial land use designation is desired. There is no density allocation associated with the P zone and, thus, this discretionary action would not grant any density increase to the project. The other requested discretionary actions are unrelated to planned or zoned density.

Further, in regards to growth neutrality, in general, the General Plan is intended to accommodate growth, when and if it occurs. As discussed in the Executive Summary of the Framework Element, as well as other chapters, the General Plan does not mandate or encourage growth, nor does it represent a limit on growth, in the City or its community plan areas. Rather, it responds to the State mandates to plan for growth by establishing a citywide comprehensive long-range growth strategy. Nowhere in the Executive Summary, Chapter 1 (The General Plan System), Chapter 2 (Growth and Capacity), or the introduction of Chapter 3 (Land Use) of the General Plan does it state that projects cannot induce growth. The Brentwood-Pacific Palisades Community Plan does not state that new projects cannot induce growth. In fact, as noted in Chapter 1 of the General Plan, “community plans and their implementing zoning set forth how property may be used and form the basis for decisions on discretionary permits.” The goals, objectives, and policies of the Brentwood-Pacific Palisades Community Plan do not speak to the

appropriate amount of any particular land use. On the contrary, they acknowledge new development and focus on the location, arrangement, intensity, compatibility, and design standards appropriate for various land uses. In the General Plan Framework Element language quoted by the commenter, there are multiple acknowledgements that growth will occur and should be accommodated. It is also worth noting that population, housing, and employment forecasts which are used as the basis for the General Plan elements are only best estimates derived from regional data and may represent more or less growth than actually occurs depending on economic trends, demographics, and other factors.

Comment No. 57-4

In light of this review of previously submitted remarks, the following DEIR section, IV.H. Land Use and Planning, does not present an adequate response to the above sections. For example,

Page IV. H-5 The DEIR states that the General Plan (i.e., the General Plan Framework Element) does not supersede the more detailed community and specific plans.

This statement is misleading because the Framework clearly called for the systematic updating of community plans and specific plans based on its policies, principles and provisions, and these have not yet taken place in the intervening 15 years. Inconsistencies, therefore, between the growth neutrality principles of the Framework Element and other legally adopted plans, in this case a community plans and a specific plan, is not a result of the Framework's intent, but the failure of the Los Angeles Department of City Planning to implement the General Plan Framework Element after its legal adoption in 1996.

For example, the General Plan Framework Element's Chapter 10, Implementation, presents the following policy:

Program 1: Comprehensively review and amend the community plans as guided by the citywide policies and standards of the General Plan Framework Element. The Framework Element's Long-Range Diagram may be amended to reflect the final determinations made through the Community Plan Update process, should the determinations be different from the adopted Framework Element.

In terms of local plans, Chapter 10 also states:

Program 2: Amend/revise other City Planning documents to ensure their consistency with the Framework Element. Among these would be . . . The Coastal Plan, Consolidated Plan, and other related documents, including possible amendments of Specific Plans to reflect transit corridors and stations where appropriate.

Response to Comment No. 57-4

The statement on Page IV.H-5 of the Draft EIR is entirely accurate, as per the General Plan Framework Element. More specifically, Figure 3-3 of the Framework Element (Long Range Land Use Diagram) states: "The Citywide General Plan Framework Element neither overrides nor supersedes the Community

Plan. It guides the City's long range growth and development policy, establishing Citywide standards, goals, policies and objectives for Citywide elements and community plans." It goes on to state: "Adoption of the Framework neither overrides nor mandates changes to the Community Plans...As community plans are updated utilizing future population forecasts and employment goals, the Framework is to be used as a guide..." Relative to specific plans, Figure 3-3 of the Framework Element states: "The General Plan Framework is consistent with and does not supersede nor override these local requirements." Page II-3 and II-4 of the Brentwood-Pacific Palisades Community Plan includes similar language.

The City of Los Angeles has the responsibility and discretion to revise its General Plan, including the community plans and other elements. The project must base its components and design, and the EIR must base its analysis, on the General Plan elements as they currently exist. Contrary to what the commenter suggests, both the Brentwood-Pacific Palisades Community Plan and the San Vicente Scenic Corridor Specific Plan have been updated after the adoption of the General Plan Framework Element. The Framework Element was originally adopted by City Council on December 11, 1996. The most recent Community Plan update was adopted on June 17, 1998, and the most recent amendment to the Specific Plan was effective on August 7, 2000. Those amendments were found to be consistent with the principles of the Framework Element.

Comment No. 57-5

Pages IV. H 22-26. This section of the DEIR notes many detailed provisions of the General Plan Framework Element which the DEIR authors contend support the requirement that discretionary actions demonstrate General Plan consistency. A careful look at these claims, however, reveals two separate types of weaknesses.

First, the project's eight discretionary actions require findings demonstrating consistency with the purposes and intent of the General Plan, not only scattered General Plan provisions. Since the DEIR makes no effort to address the central growth neutrality principle of the General Plan Framework Element, as outlined above and in more detailed in the testimony presented at the scoping meeting, the DEIR has failed to meet this requirement.

Second, the argument of project consistency often does not follow from the restatement of the General Plan Framework Element's specific provisions. For example, Provision 3.1.7, as quoted on page IV.H.22 indicates that Specific Plan amendments should be in response to new transit routes and stations, yet the DEIR offers no evidence of any transit plans in the Specific Plan area. Hence, the justification for Specific Plan amendments in the quoted section is not there.

Response to Comment No. 57-5

Please refer to Response to Comment 57-3 regarding the issue of growth neutrality in the Framework Element of the General Plan. The Framework Element is a comprehensive, long-range document containing purposes, policies, and programs for the development of the City. As stated in the Executive Summary of the Framework Element: "The Framework Element refines adopted City policy and is

intended to update Concept Los Angeles. The central theme of Concept Los Angeles was to preserve single-family neighborhoods by focusing any growth away from them and into centers.” It is important to point out that the project site is within one of these centers, more specifically a “Community Center” area. The Community Center in which the project site is located is a linear area that stretches east from the intersection of Bundy Drive and San Vicente Boulevard to the City’s boundary at Bringham Avenue. As defined by the Framework Element, the Community Center is to be a focal point for surrounding residential neighborhoods and contain a diversity of uses such as small offices and overnight accommodations, cultural and entertainment facilities, and schools and libraries, in addition to neighborhood-oriented services. The project is consistent with this concept because it would provide office space as well as neighborhood-oriented retail and restaurant services. Furthermore, as with any plan, the goals, policies, and objectives of the Framework Element are included in order to advance the purpose and intent of the Element. By way of being consistent with a vast majority of the applicable objectives of the Element, it is reasonable to conclude that the project is consistent with the purpose and intent of the Element.

Also, as stated in Chapter 10 of the Framework Element, “...not all plan policies can be achieved in any given action, and in relation to any decision, some goals may be more compelling than others. On a decision-by-decision basis, taking into consideration factual circumstances, it is up to the decision-makers to decide how to best implement the adopted policies of the general plan in any way which best serves the public health, safety and general welfare.” The Framework Element is only one land use document of many which govern the proposed project and which were reviewed as part of the consistency analysis in the Draft EIR. A review of specific, applicable policies within each of the relevant land use documents results in a comprehensive analysis, that is in keeping with the land use consistency criteria established in the Los Angeles CEQA Thresholds Guide, namely the consideration of whether the project is consistent with the applicable portions of the adopted General Plan or other applicable environmental goals and policies of other adopted plans. In the example given by the commenter relative to the aspect of Objective 3.1.7 of the Framework Element regarding updating Specific Plans to recognize new transit routes and stations, the Draft EIR analysis did not focus on that as part of Objective 3.1.7 since no new transit routes or stations are proposed as part of the project/ Instead, the Draft EIR noted that if the optional project design feature of modifying the street median is adopted, a Specific Plan Exception may be needed. The analysis notes that the project is in conformity with the San Vicente Scenic Corridor Specific Plan.

Comment No. 57-6

San Vicente Scenic Corridor Specific Plan and San Vicente Scenic Corridor Design Guidelines

In addition to General Plan issues, including the Brentwood-Pacific Palisades Community Plan, this project is also subject to the San Vicente Scenic Corridor Specific Plan and the adopted San Vicente Scenic Corridor Design Guidelines.

This Specific Plan is unique because unlike other Specific Plans, it presents legally adopted ordinance language protecting and regulating the public right-of-way. For example, the plan states that one of its purposes to preserve and enhance the inherent beauty and value of its landscaped media strip:

PURPOSES

This Scenic Corridor Specific Plan is hereby established to implement expressed policies mandated by the Scenic Highways Plan and the Brentwood-Pacific Palisades Community Plan, two portions of the City's General Plan. According to the policies of the Scenic Highways Plan, the provisions of this Plan are individually tailored to address the unique character of the designated Scenic Highway, San Vicente Boulevard. As such, specific criteria are established to guide the ongoing and future development of that portion of the City of Los Angeles as shown on the accompanying Specific Plan Area Map. It is the purpose of these design and development standards to provide appropriate measures for maintaining the existing ambiance of San Vicente Boulevard, preserving and enhancing the inherent beauty and value of its landscaped median strip, and assuring that commercial signage along the Boulevard is appropriately scaled and properly placed so as not to dominate the existing streetscape.

After presenting this purpose related to the public right-of-way, the Specific Plan then includes ordinance language specifically protecting the Coral Trees (the official tree of the City of Los Angeles) in the San Vicente media strip.

LANDSCAPING

A. The existing Coral Trees which line the median strip of San Vicente Boulevard shall be preserved and maintained with proper irrigation and pruning. In the event that disease or disaster necessitates the removal of a Coral Tree, it shall be replaced by the City of Los Angeles with a healthy specimen which is at least a 24-inch box size Coral Tree.

This means that a project, such as the one analyzed in the DEIR, which would require the removal of (some) Coral Trees is clearly not consistent with either the purpose or the provisions of the San Vicente Scenic Corridor Specific Plan. To achieve consistency the project would need to amend the Specific Plan to modify both its purposes and provisions to protect the landscaped public media strip, as well as the Coral Trees planted on the median strip. While the project does propose a Specific Plan amendment to expand the Plan's boundaries, to include the easternmost portions of lots 642 and 644, these amendments do not include the elimination of the purpose of the Specific Plan or its protection of the median strip and the Coral Trees.

Furthermore, because this project is subject to the San Vicente Scenic Corridor Specific Plan, it also must be reviewed and approved by the Department of City Planning for a Project Permit Compliance Review and Preliminary and Final Design Review. In order to obtain these discretionary actions without two amendments to the Specific Plan, the applicant would have to request a ninth discretionary action, a Specific Plan Exception. Because the project so obviously conflicts with the purposes and intent of the Specific Plan, obtaining such an approval would be highly problematic.

Furthermore, these issues related to the Specific Plan have not be raised or analyzed in the Draft Environmental Impact Report' discussion of the San Vicente Scenic Corridor Specific Plan.

Response to Comment No. 57-6

The proposed project itself does not require the removal of any coral trees in the median of San Vicente Boulevard. The Draft EIR includes six various median alternation concepts, one of which could be implemented as an “optional project design feature.” This optional project design feature is presented as a means of improving traffic flow and accessibility for both the project site and other nearby businesses. The Applicant is not proposing that any of the median concepts be done; rather, the Applicant has included the optional project design feature in the Draft EIR so that the community and/or City decision-makers can choose to implement one of the concepts if they determine that the benefits outweigh the impacts. Should the decision be made to pursue one of the median concepts, the provisions in the San Vicente Scenic Corridor Specific Plan noted by the commenter would need to be addressed. The assumption stated in the Draft EIR in Section II.E (Discretionary Actions and Approvals) is that a Specific Plan Exception would be required. The Department of City Planning, however, will ultimately determine whether a Specific Plan Exception or Specific Plan Amendment is the most appropriate discretionary action.

LETTER NO. 58

John W. Paulsen

Comment No. 58-1

I was very unhappy to hear that the city may allow a developer to demolish the Barry Bldg. in Brentwood for the Green Hollow Square Project. I really think this building needs to be saved since its an L.A. Historic-Cultural Monument and that clear adaptive reuse options exist, "Alternative 4" of the draft EIR (building has numerous retail spaces and a large central courtyard). I think it sets a very bad precedent to allow an L.A. Historical-Cultural Monument to be razed. This designation needs to keep its "claws". Also proposed alterations to the median and coral trees should be avoided.

Response to Comment No. 58-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 59

Diane Caughey

Comment No. 59-1

Following are my comments in response to the DEIR for the Brentwood Green Hollow Square Project.

Alternative #4: Preservation of the Historic Barry Building

I strongly support the preservation of the City's Cultural Resource, the historic Barry Building within the new commercial development of the Brentwood Green Hollow Square project. #4, while preserving the Barry Building, does not take into consideration the necessary connections and integrations of the historic Barry building within a new development scheme. A very positive alternative integrating the historic and the new architecture can be successfully achieved. **A serious preservation alternative, using the Secretary of the Interior's Guidelines should be developed addressing such issues as:**

1. The pedestrian connections between the historic Barry Building and the new retail development.
2. The integration of the Mid Century Modern architecture style of the historic building with a contemporary reflection of this style in the new portions of the project.
3. The new development, although noted as only two stories high, is actually 3 stories high, as the first floor has a mezzanine level. This is an entire floor higher than the Barry Building. The present alternative #4 simply surrounds the Barry building with higher buildings with no consideration for the integration of building heights. Although portions of the new development within a preservation alternative could be higher than the Barry Building, careful consideration must be taken to design into the project variations in the height of the new portions so as not to dwarf the historic Barry Bldg. Furthermore, building heights need to respond to sun and wind patterns in order to maintain the environmentally sensitive courtyard of the Barry Building.

Response to Comment No. 59-1

The comment provides the commenter's opinion in support of the Barry Building and a preservation alternative. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. The specific numbered comments are responded to below.

1. The pedestrian connections between the Barry Building and the new development are proposed in a configuration which has a minimized impact to the historic Barry Building. The existing passageway at the northeast corner of the Barry Building Ground Level has been maintained in the proposed alternative to allow for a pedestrian connection between the Barry Building and the new development to the north. The pedestrian connections also position new primary vertical circulation elements such as elevators and stairs only

within the areas of new development, thereby maximizing tenant space within the existing Barry Building. Additional circulation pathways bridge these vertical circulation elements with the Barry Building. Redundancy of these vertical circulation elements is eliminated by having elevator and stair landings that accommodate both the new development and the existing Barry Building, resulting in a more efficient core layout solution.

2. The architecture for the new development complements the Mid Century Modern style of the Barry Building through its use of simple, elegant architectural expression done with a contemporary flair. The new development is not intended to mimic or replicate the style of the Barry Building, but rather visually complement it through the use of simple fenestration and building massing expression.
3. The new development is only two stories in height. Any mezzanine that may be built would happen at the tenant's discretion. The proposed floor-to-ceiling heights for the new development are based on the tenant needs of today's market, as discussed in Response to Comment 52-4. It is not expected that the heights of the new building would significantly affect air and sunlight in the Barry Building courtyard.

See also Responses to Comments 7-10 and 7-11.

Comment No. 59-2

4. Preservation of the Barry Building is the environmentally superior choice as it reduces the environmental impact of new construction materials, demolition waste and disruption of city infrastructure. Preserving the historic building also saves an already environmentally "green" building as its design took into account passive solar controls, a variety of sun screening devices, natural cooling through a central open and landscaped courtyard, and natural air flow through operable windows on two sides of every office/retail space. Additional air conditioning can be added as required for today's standards. Why demolish a perfectly viable and environmentally sensitive building just to replace it with a modern building, which would create a much greater negative environmental impact.

Response to Comment No. 59-2

See Response to Comment 7-10 regarding the potential to upgrade the Barry Building for greater energy efficiency, as well as in response to the claim that preserving the Barry Building is more "environmentally friendly" than a new building.

Comment No. 59-3

5. Preserving the Barry Building within the new development is extremely important in preserving the quality of life, small scale and historic character of place along that limited portion of San Vicente Blvd. This area is the only section of the San Vicente scenic corridor left that maintains the intimate, pedestrian oriented and peaceful quality of post war 50's commercial development. The Barry Building is a

landmark within the Brentwood community. It still today serves the community as a gathering place and an oasis from the busyness of street activity and traffic while providing viable retail space.

Response to Comment No. 59-3

The comment provides the commenter's opinion that the Barry Building should be preserved as a landmark within the community. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 59-4

6. The DEIR states that the Barry Building is significant as a historical building but claims that the impact of the proposed new project on the existing visual character of the site and the area's aesthetic value would have less than a significant impact. However, the Barry Building along with the other two buildings designed by Milton Caughey that edge that portion of San Vicente Blvd do seriously impact the visual character and aesthetic quality of the street both at the pedestrian level and at the vehicular level. San Vicente is a scenic corridor and destroying all the physical references to the small scale, quaint, and historic Brentwood will have a significantly negative aesthetic impact on the neighborhood and on the views from passing cars. The great majority of San Vicente has already been replaced with large scale, impersonal, and visually nondescript buildings. The proposed project will become more of the same unless the Barry building is preserved and seriously respected for its historical, architectural, and neighborhood value.

Response to Comment No. 59-4

The comment provides the commenter's opinion that the demolition of the Barry Building would have a significant effect on the visual character of the street. As described on page IV.B-8 of the Draft EIR, the proposed project would result in a significant aesthetic impact with respect to loss of a scenic resource, namely the Barry Building. Impacts with respect to visual character and quality of the site and its surroundings are discussed on Draft EIR pages IV.B-8 through IV.B-12, and as described therein, these impacts would be less than significant. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 59-5

7. The Barry Building had been cosmetically upgraded at this time and successfully houses wonderful small boutique shops off the courtyard and small second floor offices (many of them still there from 20-30 years ago) reminiscent of the 50's Mom and Pop businesses. These kinds of small, personal and unique shops well serve the population of Brentwood and limit the possibility of destination shopping, which would increase traffic and congestion. Preserving the Building can benefit the new development by giving it a distinctive, familiar and heart felt atmosphere and landmark identity. The building's current and past success as a commercial space proves it can remain an asset to the developer. A serious and well worked out preservation alternative would benefit the community, the City and the developer.

Response to Comment No. 59-5

The comment provides the commenter's opinion about the current state of the Barry Building and advocates for a preservation alternative. As such, the commenter's opinions are noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 59-6

The mitigation measure (E-2) for the removal of the Barry Building by relocation is insufficient and impractical. It does not mitigate the loss of the building and is not a real solution. 30 days advertised in local papers and online is not a feasible time period to find a buyer. The developer at his own expense should relocate the Barry Building and assure its continued existence. Only a successful relocation of the building to an appropriate site would be a mitigation worthy of less than significant impact.

Response to Comment No. 59-6

The commenter criticizes Mitigation Measure E-2 as insufficient and impractical. This criticism is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. It should also be clarified that Mitigation Measure E-2 does not purport to mitigate the significant historic impact to less than significant *unless* a buyer is found who can relocate the Barry Building to another site.

Further, the comment provides the commenter's opinion that the applicant should move and maintain the building at his own expense. As described on page VI-5 of the Draft EIR, this off-site preservation alternative is not feasible, due to the cost of an alternative site as well as the cost to move the Barry Building. See also Response to Comment 4-41 regarding the cost of acquiring land and moving the Barry Building off-site.

Comment No. 59-7

Comments regarding the adjacent buildings of the Historic Monument, The Barry Building are: (You can find references in Appendices Vol.1 pgs 647-655)

11977 San Vicente Blvd:

1. Correction: No architect is noted for the Gallery building address: 11077 San Vicente Blvd. However, the plans I have in my possession from the office of Milton H. Caughey, Architect, clearly show that the Gallery building (11977) was designed by Milton H. Caughey, architect of the Barry Building. The plans note the address as 11977 (probably there were several address for the same site.) The county map # appears to be 4404-025-009 <tel:4404-025-009>. Title blocks of these plans by Milton Caughey for 11979 San Vicente Blvd. are in the attachment to this email and are considered a part of this letter. Full plans are available upon request.

2. Under Criteria C of the evaluation for Historic Significance of the DEIR states, “the 11977 San Vicente Blvd. is not considered the work of a master, as the original building permits are not on file and the architect or engineer is unknown. Therefore, 11977 San Vicente Blvd. does not appear eligible for listing in the National Register under Criteria C.” This statement is untrue since it is known that the architect for the Gallery building (11877 San Vicente Blvd) is the same master architect that designed the Barry Building, Milton Caughey. Criteria C is no longer valid and must be reevaluated and researched in light of this information.

3. Criteria A regarding the building’s “potential significance as part of a historic trend” must also be reevaluated since this building was designed by the same architect as the Historic Monument, the Barry building, its significance in contributing to the Mid Century Modern architectural trend along the San Vicente Corridor is validated. It was the first in a series of 3 commercial buildings designed in the Mid-Century Modern architecture style by one young master architect, and its design reflects many important characteristic elements of this style.

4. The date on the plans for the gallery building is May 21, 1947. This date agrees with the Zimas Parcel Profile Reports found on page 86 of appendices 1 in the DEIR. Later in the evaluation portion of the DEIR, it says the 11977 building was built in 1950. I believe it was built earlier as it served as David Barry’s offices while the Barry building was being designed and built. The plans in my possession indicate on the title block that the original building was the office building for David Barry and Company. David Barry moved into the Barry building afterwards. I recall I got this information about David Barry’s office from a recorded interview I heard that the Brentwood Historic Society did with David Barry and they have archived. They also have one with Mrs. Bonner.

5. Plans Available for Review: Since I received my set of plans for the Barry Building copied from a set Ray Keller, architect for Charles Munger, had, I would imagine Mr. Keller has the plans for the Gallery Building at 11977 as well. Otherwise I am happy to submit copies of the plans for the 11977 San Vicente Blvd. for review upon request.

Response to Comment No. 59-7

The following responses are provided in response to each numbered comment:

1. The Historic Resource Report prepared by Galvin Preservation Associates was based upon research conducted at the City of Los Angeles Building and Safety Department, Los Angeles Public Library, and other archives and on-line sources. Information about the properties in the study area, such as building plans, in the position of private individuals was not available. The fact that the building at 11977 San Vicente Boulevard was designed by Milton M. Caughey is noted for the record.
2. The fact that the building at 11977 San Vicente Boulevard was designed by Milton Caughey does not necessarily mean that it is eligible for designation under Criterion C. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation (1995, page 20) “The property must express a particular phase in the development of the master’s career, an

aspect of his or her work, or a particular idea or theme in his or her craft.” The building at 11977 San Vicente Boulevard does not meet that standard. It is representative of the work of Caughey, but is not as notable in design as the Barry Building.

3. Architectural significance in the context of Mid-century Modern architecture was considered under Criterion C, which is consistent with the standard methodology for the evaluation of historic resources. It was concluded that the building at 11977 San Vicente Boulevard is a relatively intact but ordinary example of Mid-century Modern architecture.
4. In absence of an original building permit for the building at 11977 San Vicente Boulevard, the date of construction was estimated as 1950. The Los Angeles County Office of the Assessor website indicates two improvements on the property with dates of construction as 1947/1947 and 1948/1950. As it was unclear as to which date belonged to which improvement, the 1950 date of construction was used. The fact that the plans for the building are dated 1947 does not necessarily mean that the building was constructed in 1947. In any event, the comment is noted.
5. The fact that the commenter would be willing to submit the plans is noted for the record.

Comment No. 59-8

11991 San Vicente Blvd

1. The significance of this building (possibly the Brentwood Green Grammar School) as one of the oldest building in the area has not been considered. According to the Zimas Parcel Profile (pg 86) it was built in 1924. According to the Brentwood Historic Society information this is the second oldest building in Brentwood. This should be taken into consideration in regards to the historic significance of this building within this area.

2. Hap Gilman was a well-known architect of the area, as stated in the DEIR, known primarily for residential work. His architecture in the Mid Century Modern style reflected the architectural trend of the era. His residential work was well known for its Mid Century Modern style. The fact that he only did a few commercial buildings is not a reason to disregard the design he did for the Bonner school, in particular as it represents another example along the same edge of the San Vicente corridor that the three Milton Caughey buildings occupy. 11991 San Vicente Blvd. building with its additions by a reputable Mid Century Modern architect, from 1947 through 1962 aided in creating a historic architectural trend which made a significant contribution to the broad patterns of our history.

Response to Comment No. 59-8

The following responses are provided in response to each numbered comment:

1. The Los Angeles County Office of the Assessor website indicates the year built/effective year building as 1924/1933. There are no building permits on record prior to 1947 for the property at 11911 San Vicente Boulevard. The property as it stands today represents the Bonner Elementary School campus during the period 1947 to 1962. Any improvements to the property made in 1924 are not apparent. Furthermore, age alone is not a criterion for determining significance.

2. Hap Gillman was a well-known architect, but is not considered a master. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation (1995, page 20) “A master is a figure of generally recognized greatness in a field...” Further, “A property is not eligible as the work of a master, simply because it was designed by a prominent architect.”

Comment No. 59-9

11961 San Vicente Blvd.

I believe this small commercial building was built after the Barry Building and not in 1950. Ray Keller, architect for Charles Munger, most likely has plans for this building and could give you the correct date for it. The engineer, Edgardo Contini is well known for his work with architects of the Mid Century Modern era. His contributions to the architecture of this period should be considered in this EIR. The 11961 building retains much of the detailing of the Barry Building and features a small side courtyard to address the same environmental and open air concerns that the Barry Building celebrates. Although a smaller and more compact building, the architect Milton Caughey included many of the Mid Century Modern style features as seen in the Barry Building. Furthermore it is clearly a companion building to the Barry Building, intentionally repeating details as well as general massing concerns. It was to be considered part of a cohesive group of buildings adjacent to the Barry Building. It needs to be reevaluated in light of its relationship to the Barry Building and not just as a separate entity.

Response to Comment No. 59-9

The building permit records indicate that the building at 11961 San Vicente Boulevard was constructed in 1950. It visually relates to the Barry Building as it was designed by the same architect (Caughey) and located on an adjacent parcel. Yet, this was not addressed in the Monument application for the Barry Building or the meeting minutes of the Cultural Heritage Commission. At any rate, these are not criteria for landmark designation at the national, state, or local levels. Furthermore, the prior alterations to the street-facing elevation have negatively affected the integrity of the building.

Comment No. 59-10

The commercial enclave along the San Vicente Corridor

The 3 buildings (referred to as 11961, 11977, 11991 in the DEIR) adjacent to the Historic Barry Building along the San Vicente Corridor have been evaluated as completely isolated buildings. However their value is related to their adjacency to each other and to the Barry Building. The quality and life style of the 50ies is expressed through this series of buildings along San Vicente. The demolition of these Mid Century Modern Style buildings has a cumulative impact on the visual character, historical architectural style and the valuable reflection of a past era.

11961, 11977 and 11991 San Vicente Blvd. must be reevaluated for their significant architectural and historic contribution to the creation of a small commercial enclave along San Vicente, which together with the Barry Building provide a significant piece of 1950ies cultural and architectural history.

Response to Comment No. 59-10

Groups of buildings are evaluated as potential historic districts at the national and state levels and as Historic Preservation Overlay Zones at the local level. According to National Register Bulletin #15, How to Apply the National Register Criteria for Evaluation (1995, page 5) “A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” The area on San Vicente Boulevard around the Barry Building was not evaluated as a potential historic district because it was the professional opinion of Galvin Preservation Associates that there were not enough contributing buildings to constitute a significant concentration and that the area was not an identifiable entity.

The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as Appendix E, the Historic Resource Report prepared by Galvin Preservation Associates.

Comment No. 59-11

Historic monument: Coral Trees

The replacement of 6 coral trees with 36” box specimens as a mitigation measure does not address the existing maturity and quality of trees and the visual impact on the roadway. It would take many many years to grow these trees to the maturity and beauty they have today. Occasionally a coral tree needs to be replaced along the corridor, but replacing one tree among the row of trees has very little impact compared to replacing 6 trees all in one section.

Response to Comment No. 59-11

The comment provides the commenter’s opinion that replacing coral trees with 36” box specimens is not sufficient mitigation, as it does not address the maturity of the existing trees. However, the coral tree report (included as Appendix F to the Draft EIR) recommends replacement with 36” box trees so that the trees have a better chance of survival. According to the consulting arborist, replacement with larger trees is not recommended as the smaller trees would have a better success rate.

LETTER NO. 60

Julie Andrews
11948 Saltair Terrace
Brentwood, CA 90049

Comment No. 60-1

My name is Fredrick Salas. I am an assistant to Julie Andrews. I am forwarding an email from Ms. Andrews, who is currently out of town. She was aware to the deadline and did not want it to pass without voicing her feelings on the Green Hollow Square Project. Thank you for your time.

Response to Comment No. 60-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 60-2

I am writing to you with my concerns about the above project that would literally be in the back yard of our quiet and lovely cul-de-sac, Saltair Terrace. We have been in our home since 2001, and my family and I find our neighborhood a good place to live.

My worries about the development proposed by Charles Munger and Associates are many - the serenity and quietness of our street and the surrounding community being one of them. It is all but certain that this peace would be greatly disrupted and most likely lost forever if construction were to proceed.

Response to Comment No. 60-2

The comment states the commenter's concern that the proposed project would disrupt the serenity and quietness of the Saltair Terrace cul-de-sac. As described in Section IV.I. of the Draft EIR, construction noise impacts would be significant and unavoidable at the residences directly north of the project site on Saltair Terrace (see Draft EIR pages IV.I-20 through IV.I-23). However, this impact will be temporary, as it would only occur during project construction. Further, as described in Draft EIR Section IV.I, operational noise impacts from vehicles, HVAC and other mechanical units, the parking facility, and outdoor dining area would be less than significant.

Comment No. 60-3

Traffic, which is at present congested on Saltair Avenue, would greatly increase. Children attending local area schools would face additional traffic hazards, and noise levels in the community would rise.

Response to Comment No. 60-3

The comment states that traffic congestion occurs on Saltair Avenue and would increase as a result of the proposed project. See Response to Comment 4-6 regarding impacts on Saltair Avenue.

The comment also states that children attending local schools would face additional traffic hazards and noise. The Draft EIR contains Mitigation Measures K.3-1 to K.3-13, which address student safety, among other impacts.

Comment No. 60-4

Our cul-de-sac has already been discovered by businessmen and shoppers as a free parking area for quick access to San Vicente, and if the project goes ahead, we can expect even more cars to overwhelm our small residential street.

Response to Comment No. 60-4

The comment is addressed previously in Responses to Comments 4-9, 4-10, 4-17, 4-18, and 14-12. Therefore, no further responses to this comment are necessary.

Comment No. 60-5

We have recently suffered from the closing of Dutton's Book Store, located in the Barry Building, which was one of the most important and pleasant landmarks in Brentwood. Of great importance to us are the many historic and magnificent Coral Trees along the San Vicente corridor, which would be placed in jeopardy.

Response to Comment No. 60-5

The first portion of the comment states that the area has suffered from the closure of Dutton's Books. However, the comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The remainder of the comment states the commenter's opinion of opposition to the removal of any coral trees in the San Vicente Boulevard median. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 60-6

The upheaval and destruction this development would bring are too much for our neighborhood to sustain. This commercial enterprise will not, in any way enhance or serve our small community, and will most certainly destroy the peace, serenity and beauty of this residential neighborhood which we so appreciate and enjoy.

As a concerned member of the community, I hope you will seriously consider denying approval for the Green Hollow Square project.

Response to Comment No. 60-6

The comment provides the commenter's opinion that the commercial uses included in the project would not enhance or serve the community. However, the project has been designed to consist of neighborhood-serving uses including restaurants, retail, and offices to complement the existing neighborhood. The project is not designed, nor does it have the size or mix of uses, to be the type of project that would be a regional draw.

LETTER NO. 61

Robert B. Blue

Comment No. 61-1

I am formally submitting my comments for the above referenced project as comments for the Draft EIR and for responses as a pdf file titled "Comments, Green Hollow Square, ENV-2009-1065-EIR.pdf"

Please acknowledge receipt of this file

Response to Comment No. 61-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 61-2**1. INTRODUCTION**

My family has resided since 1954 at 640 S. Saltair Avenue, which is located immediately north of the proposed Green Hollow Square project site. Due to our home's proximity to the proposed development, in particular its proximity to the project's proposed subterranean parking structure, my property will arguably be the residence most impacted by development and operation of the project. As such, I and other members of my family are gravely concerned about the inadequate analysis offered by the Draft Environmental Impact Report ("DEIR") for Green Hollow Square.

The project site currently consists of five one- and two-story commercial structures totaling 34,856 square feet on a multi-parcel lot of approximately 95,000 sq. ft., in addition to two single-family homes on two separate lots totaling approximately 21,000 sq. ft. The tallest height of the existing buildings is 30 feet. The project site includes the Barry Building, which is a designated Los Angeles Historic-Cultural Monument.

The project proposed by Charles T. and Nancy Barry Munger (hereinafter, "Applicants,") involves the construction of three two-story commercial retail/office buildings totaling 73,300 sq. ft., in addition to a 4,520 sq. ft., two-story single-family home. Parking would total 427 spaces, with 362 stalls in a subterranean garage and 65 on a surface lot. The building height of the commercial development would be approximately 40 feet, with an additional five feet for rooftop accessories. All structures on the site would be demolished, including the historic Barry Building (hereinafter the "Project").

Response to Comment No. 61-2

The comment reiterates general information about the existing conditions and the proposed project, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 61-3

As a resident of this community for my entire life, I consider the Project as proposed to be oversized, ill conceived, and inconsistent with both the City of Los Angeles General Plan, Brentwood-Pacific Palisades Community Plan, San Vicente Scenic Corridor Specific Plan, the Los Angeles Historic-Cultural Monument ordinance, and proper land use and planning. Specifically, as a member of the Board of Directors of the preservation organization Hollywood Heritage, I recognize that it is unprecedented for a private developer to seek City approval for the complete demolition of a Historic-Cultural Monument. I also recognize that the Applicants' efforts to intrude upon our protected single-family residential zoning with commercial development would establish major precedents for Brentwood's historically protected neighborhoods.

Response to Comment No. 61-3

See Responses to Comments 4-24 and 57-2 regarding the project's consistency with the City of Los Angeles General Plan and the Brentwood-Pacific Palisades Community Plan. See Responses to Comment 66-5 regarding the project's consistency with the San Vicente Scenic Corridor Specific Plan. Further, the history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). As described therein, the Barry Building is designated Los Angeles Historic-Cultural Monument #887. The Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments. However, the demolition can be delayed for the time period specified in the Ordinance.

Comment No. 61-4

If the Project is approved as proposed, it is the firm belief of myself and my family that the quality of life for our community will dramatically deteriorate, due both to the development's significant impacts on established land use and planning, and also to Project's permanent effects on traffic, noise, safety, and public services and infrastructure.

Please note that my family is not opposed to proper development of the Project site. We firmly believe, however, that the Project as proposed would severely strain the resources of our City and would severely impact the health and welfare of those of us who have lived in this community for generations.

Response to Comment No. 61-4

The comment states that if the proposed project is approved, the community would deteriorate due to significant impacts on land use and planning, traffic, noise, safety, and public services and infrastructure. First, the proposed project would not result in a significant impact with respect to land use. See Response to Comment 61-3, which addresses land use and planning, Response to Comment 48-5 for construction noise, and Response to Comment 48-6 for operational noise. Traffic is discussed in Section IV.L. of the Draft EIR and acknowledges that 4 intersections have been identified as having significant and unavoidable impacts. Section IV.K. of the Draft EIR addresses public safety and other public services and concluded that none would have a significant impact after mitigation. Section IV.M. of the Draft EIR address utility infrastructure and capacity and concluded that all impacts would be less than significant. The comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the proposed project with respect to these issues. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 61-5**II. ENVIRONMENTAL OBJECTIONS****A. The analysis and conclusions in the DEIR Noise section incorrectly list operational noise as a “Less than Significant Impact with Mitigation.”**

The DEIR states on page I-45 that no mitigation measures are required to reduce noise levels from the proposed 362-stall subterranean parking facility and 65-stall surface parking lot. The DEIR bases this claim on the contention that the landscaped buffer proposed for the north end of the surface parking lot where it abuts residential property will nullify any significant vehicle noise, as will the reduction in the number of parking spaces available for the surface lot. This conclusion, however, ignores the proximity of the proposed subterranean parking garage’s exit ramp to my home, and the natural tendency of shoppers to circulate frequently through the surface lot in search of one of its 65 parking spots rather than enter the subterranean garage.

DEIR Figures II-5 and II-8 illustrate the subterranean garage’s exit as immediately adjacent to the rear yard of my family’s residence. The proposed 8-foot-tall sump wall at the property line would not provide effective mitigation for the consistent noise of vehicles in the subterranean garage accelerating up the exit ramp, nor would it provide any significant reduction in the constant noise of circulating and idling vehicles, and honking horns and car alarms. This is especially pertinent since the DEIR acknowledges on page II-3 that Saltair Ave. properties are 10 to 12 feet above grade level of the Project site.

This problem would be particularly acute during weekday PM hours and throughout the weekends, when patronage of the Project’s retail component would be highest, and would be aggravated by the Applicants’ request for Conditional Use Permits for the on-site and off-site sale and dispensing of alcoholic beverages at three restaurants and a liquor store. The DEIR fails to assess the likely scenario of intoxicated patrons congregating at the rear of the parking area during late hours.

Response to Comment No. 61-5

The comment provides the commenter's concerns associated with parking noise from the proposed project. As discussed on Draft EIR page IV.I-28, this noise analysis accounts for engines accelerating, doors slamming, car alarms, and people talking. The analysis further states that there would be no noise impacts from the subterranean parking as this portion of the parking would be fully enclosed on all sides. Further, the commenter's claim regarding the location of the exit from the subterranean garage is incorrect. Both the entrance and exit to the project's subterranean parking garage would be accommodated from driveways on San Vicente Boulevard. In addition, while at-grade parking would also be provided in the northern portion of the site, the noise levels generated would not represent a new source of noise for the existing single-family residences that are located directly north of the project site since the northern portion of the project site is currently occupied with a surface parking lot providing approximately 101 spaces. Under the proposed project, this portion of the project site would be redesigned with a new surface parking lot that would be at a lower grade level and would only provide a total of approximately 65 spaces. Given the reduction in available parking spaces at the new surface parking lot, the noise levels generated by this new surface parking lot would also be reduced when compared to the existing surface parking lot. Further, as acknowledged in the comment, the proposed at-grade parking level would be separated from the existing single-family homes to the north by a wide landscape buffer. However, the commenter's concerns are nevertheless acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 61-6

The DEIR acknowledges that the Project will create elevated operational noise levels, yet only discusses the operational noise impacts on the proposed single-family dwelling planned adjacent to my home. Mitigation Measure I-13 requires that all exterior windows of this dwelling be constructed with double-pane glass and that exterior wall construction provide a Sound Transmission Class of 50 or greater. While this may benefit the developer's residence, it leaves my 1949 home and rear yard without any effective means for mitigation.

DEIR Figure IV.H-2 shows that my residential property is currently buffered from the Project site's existing parking lot by the two Saltair Avenue properties owned by the Applicants. Since the rear portions of these properties are proposed for a Zone and Height District change from RS-1-O to (V)P-1VL-O in order to facilitate development of the proposed parking area, both my home and rear yard would be permanently exposed to the noise impacts created by the Project.

Furthermore, Table IV.I-9 purports to show existing daytime ambient noise of my property as 62.0 dBA Leq. This figure, however, was measured at my property's public street frontage on Saltair Avenue. It therefore does not represent the ambient noise level of my rear yard family space, where our patio is located, which is the area that will be most impacted by development of the Project. The recorded ambient noise level on Saltair Avenue is also significantly higher than the noise level at the rear of our house, where our sliding glass door and kitchen windows are left open for air circulation. In contrast, the single-family residence at 11900 W. Saltair Terrace has a measured daytime ambient noise level of 51.3

dBA Leq, or almost 11.0 dBA less than accorded to my property. The base ambient noise level established in the DEIR for my property is therefore grossly incorrect.

Response to Comment No. 61-6

The commenter is incorrect in stating that the Draft EIR only addresses “operational noise impacts on the proposed single-family dwelling planned adjacent to my home.” The commenter is referred to pages IV.I-18 through IV.I-29 in section IV.I (Noise) of the Draft EIR that include a discussion of the likely noise levels associated with the project and the impact those noise levels could have on off-site land uses. Mitigation Measure I-13 is related to the project’s requirement to comply with Title 24 standards for interior noise levels. In addition to that analysis of operational noise impacts, the Draft EIR analyzed the impact of construction noise on sensitive receptors including the single family residences directly to the north of the project site (see Draft EIR pages IV.I-20 through IV.I-23).

With respect to the commenter’s concern over ambient noise levels, the noise level measurements shown on Table IV.I-3 on page IV.I-6 provide a representative sampling of noise levels near sensitive receptors in proximity to the project site, taken at publicly-accessible locations. The measurements are not meant to represent all noise levels within the general proximity of the project site. Thus, the noise level in the rear yard of the residence at 640 South Saltair Avenue may be lower than the noise level measured at the residence’s street frontage and even more similar to the noise level measurement taken at 11900 West Saltair Terrace. However, the assumed distance from the project site to the commenter’s residence was conservatively determined by the shortest distance between the closest boundaries of the two properties, namely, 8 feet (see Table IV.I-3). That distance would not have been materially less, if at all, if the noise measurement was taken in the commenter’s rear yard. Further, a lower ambient noise level at a different portion of the commenter’s residence would not have changed the significance determination of noise impacts to this receptor.

As disclosed on Table IV.I-9 on page IV.I-21, the peak construction noise level increases experienced by the sensitive receptors at 640 South Saltair Avenue and 11900 West Saltair Terrace would be approximately 39.9 dBA L_{eq} and 46.4 dBA L_{eq} (respectively), and construction-related noise impacts would be significant and unavoidable.

Also, as disclosed on Table IV.I-11 on page IV.I-24, during the project’s construction phase, groundborne vibration levels experienced by the sensitive receptors at 640 South Saltair Avenue and 11900 West Saltair Terrace would be approximately 67.9 VdB and 63.7 VdB (respectively) with implementation of Project Design Features (PDFs), and the project would not result in significant groundborne vibration impacts at the referenced sensitive receptor locations (or the other sensitive receptor locations identified on the table).

Further, as discussed on pages IV.I-25 through IV.I-29, the project’s operational activities (i.e., traffic, mechanical equipment use, parking, and outdoor dining) would not result in a noticeable increase in the ambient noise levels at off-site locations, and project noise impacts associated with operational activities would be less than significant.

Comment No. 61-7**B. The DEIR doesn't specify what mitigation measures should be required to reduce construction noise impacts to abutting residential properties.**

Development of the proposed Green Hollow Square requires excavation of the entire project site and multi-year construction activity. The DEIR acknowledges that construction noise impacts will be significant, but does not clarify what type of mitigation will be employed to reduce impacts to adjacent residential properties. Mitigation Measure I-7 instead states: "*Barriers such as plywood structures or flexible sound control curtains extending eight feet high shall be erected around the project site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.*" This Mitigation Measure needs greater clarification to protect our residential neighborhood.

The DEIR notes at Table IV.I-9 that my property will experience an estimated peak construction noise level of almost 102 dBA, or an increase of 50 dBA over my home and rear yard's current ambient noise level of approximately 51 dBA. Table IV.1-1 shows a level of 102 dBA as comparable to a jet flyover at 100 feet. This impact is absolutely unacceptable for a multi-year construction development.

At a minimum, any development of the Project site must require that a sound attenuation blanket of at least 10 feet in height and minimum Sound Transmission Class Rating of 20 be erected along the north and west property lines. Construction and demolition work also must be prohibited on Saturdays, rather than the permissive work schedule allowed by Mitigation Measure I-2.

Response to Comment No. 61-7

While the commenter is accurate in summarizing the peak construction noise levels, it should be noted that these peak noise levels at nearby sensitive receptors during project construction represent the highest peak noise levels that would be generated periodically during a worst-case construction activity. This does not represent continuous noise levels occurring throughout a typical construction day or multi-year period. For example, these worst-case calculations do not account for "acoustical usage factors" which estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during construction. Based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model User's Guide, typical construction equipment is only operating at peak noise levels between 10-50% of the time.⁵ Furthermore and consistent with LAMC Section 41.40, construction hours would be limited to 7:00 A.M. to 6:00 P.M. Monday through Friday, 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays. Thus, the peak noise levels estimated in the Draft EIR provide a worst-case scenario and the average daily construction noise levels would be less than the disclosed peak levels.

Nevertheless, in an effort to reduce construction noise impacts upon adjacent uses to the maximum extent feasible, the project applicant will revise Mitigation Measure I-7 as follows:

⁵ FHWA Roadway Construction Noise Model User's Guide, Table 1, Final Report January 2006.

- I-7 A ½-inch thick plywood barrier extending ten-feet high shall be erected around the project site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

As shown in Table 3 of the FHWA Noise Barrier Design Handbook,⁶ ½-inch thick plywood has a sound transmission loss value of 20 dBA and properly-designed noise barriers should attain an Insertion Loss (IL) approaching 10 dBA, which is equivalent to a perceived halving in loudness for the first row of homes directly behind the barrier. Generally, a 5 dBA IL can be expected for receivers whose line-of-sight to the source is blocked by the barrier and each additional meter of barrier height above line-of-sight blockage will provide about 1.5 dBA of additional attenuation. Thus, assuming a line-of-sight of 6 feet, a 10-foot barrier would provide an approximate 7 dBA reduction. With the proposed barrier, the Project Design Features, and Mitigation Measures I-3 through I-6 and I-8 through I-11, it is reasonable to assume an approximate 10 dBA reduction would be achieved at the adjacent noise sensitive receptors. Table 4 of the FHWA Noise Barrier Design Handbook indicates the design feasibility of a sound barrier that reduces noise by 5 dBA is considered “simple” and a reduction of up to 10 dBA as “attainable.” It should be noted that reductions of 15 and 20 dBA are considered “very difficult” and “nearly impossible,” respectively. Thus, the PDFs combined with the proposed Mitigation Measures would reduce construction noise impacts on adjacent sensitive receptors to the maximum extent feasible.

Additionally, the City has requested that in lieu of the plywood material specified in Mitigation Measure I-7, the project applicant also shall consider the use of LSE Absorptive Noise Barrier Walls (or similar material/product) produced by Sound Fighter Systems (or similar company). According to Sound Fighter Systems, the company’s LSE Absorptive Noise Barrier Walls could provide noise attenuation of approximately 15 to 20 dBA in commercial applications (no noise attenuation levels were provided for construction-related noise) and that the “exact performance [of the LSE System] is difficult to predict.”⁷ Thus, the effectiveness of LSE Absorptive Noise Barrier Walls (or similar material/product) to reduce the project’s construction-related noise levels beyond the attenuation associated with Mitigation Measure I-7 is not known at this time, and the project’s construction-related noise impacts would remain significant and unavoidable, as identified in the Draft EIR.

Additionally, it should be noted that Section 15126.4(a)(1) of the CEQA Guidelines states the following:

An EIR shall describe feasible measures which could minimize significant adverse impacts, including where relevant, inefficient and unnecessary consumption of energy.

The degree to which LSE Absorptive Noise Barrier Walls (or similar material/product) are already in existence and readily available in the appropriate dimensions to accommodate the project is unknown at this time. It is possible that in order for the project to use this material/product, it would first have to be manufactured and transported to the project site (Sound Fighter Systems is located in Louisiana), whereas

⁶ FHWA Noise Barrier Design Handbook; webpage updated July 14, 2011; accessed August 10, 2011
http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/design/design03.cfm

⁷ <http://www.soundfighter.com/>, January 23, 2012,

plywood (refer to Mitigation Measure I-7) is a common construction material known to exist within the project region. Use of plywood for construction-noise attenuation purposes would likely result in the consumption of less energy than would the use of LSE Absorptive Noise Barrier Walls (or similar material/product). Additionally, at this time there is no evidence that LSE Absorptive Noise Barrier Walls (or similar material/product) would be more effective at attenuating the project's construction-related noise levels than ½-inch thick plywood.

Comment No. 61-8

C. The DEIR defers analysis and mitigation for possible contamination by leaking underground storage tanks of the former gas station at 11999 San Vicente Blvd.

The DEIR acknowledges that a gas station operated adjacent to the Project site from at least 1958 to 1980, yet only a Phase I Environmental Site Assessment was conducted. Mitigation Measure G-1 calls for a Phase II Assessment prior to construction activities, which, if contaminants are discovered, would defer mitigation until after the city approval process is complete. Deferred analysis and mitigation is a clear violation of the California Environmental Quality Act ("CEQA").

The very purpose of an EIR is to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "*identify ways that environmental damage can be avoided or significantly reduced.*" (Cal. Code of Regulations, Title 14, §15002(a)(2). Per the Courts, the EIR's "*purpose is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR 'protects not only the* (1990) 52 Cal.3d 553, 564.

"The absence of information from the environmental impact report is a prejudicial abuse of discretion if the failure to include relevant information precludes informed decisionmaking and informed public participation, thereby thwarting the statutory goals of the EIR process."
Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners (App. 1 Dist. 2001).

The fact that only a Phase I Environmental Site Assessment was conducted for the Project raises serious concerns about the adequacy of the DEIR. In sum, the DEIR fails to address the historic gas station use adjacent to the site, and is therefore an attempted short-cut around critical protections that are supposed to be in place to ensure the safety and health of both future users of the site and surrounding residents. The DEIR essentially admits this when it states at page IV.G-23: "*...[T]here is potential for petroleum products to have migrated to soil beneath the project site...Therefore, impacts with respect to the potential presence of an underground storage tank would be potentially significant.*"

Steel underground storage tanks containing petroleum fuels have been a major source of environmental concern because of their potential to release fuels once corrosion of the steel occurs. Similarly, an auto service garage might have had a waste oil tank and perhaps an oil/water separator connected to the industrial sewer. Either would have had the potential to leak waste petroleum and VOC degreasers to

surrounding soils. As a former auto mechanic, I recognize the dangers associated with these products. Yet the DEIR inexplicitly conducted no soil borings to assess the potential for such contaminants.

A gasoline release from underground storage tanks would contaminate surrounding soil and groundwater with Benzene and MTBE. The California Office of Environmental Health Hazard Assessment considers each of these compounds to be potentially carcinogenic toward humans. In high concentrations, significant cancer risks may result due to inhalation exposure in indoor air, which may occur in a building located directly above detected contaminants. Any groundwater plume involving Benzene and MTBE may also migrate as a result of natural groundwater movement. Hence these potential carcinogens may pose an impending threat to not only the health and safety of future users of the site, but also to surrounding commercial and residential occupants.

A Phase II Environmental Site Assessment of the Project site prior to certification of the EIR is essential under CEQA. The DEIR's assumption that any contamination from the former gas station at 11999 San Vicente Blvd. was removed during the site's excavation in the 1980s is unsubstantiated, and does not address potential contaminate migration that may have occurred.

Response to Comment No. 61-8

The comment states that the Draft EIR defers analysis and mitigation for possible contamination of leaking underground storage tanks. Mitigation Measure G-1 of the Draft EIR requires a Phase II Environmental Site Assessment (ESA) to be performed and requires the applicant to follow the recommendations for remediation. The mitigation measure also states that no building permits shall be issued until the appropriate agency has issued a letter requiring no further action. The Phase I ESA, which is summarized as part of section IV.G, discloses the potential hazardous material and potential for leaking underground storage tank. It is important to note that the former gas station (site of possible underground storage tanks) was not located on the project site, but was located at 11999 San Vicente Boulevard, which is adjacent to, but downgradient from, the project site. (Refer to the Phase I ESA, which is provided as Appendix H to the Draft EIR). Further, there was no reported leak from the former tank, and even if any leak had occurred in the soil below that property, it is likely that any contaminated soil would have been removed during the construction of the three levels of subterranean parking for the commercial building located at that property. Therefore, the likelihood of any leak from that former underground storage tank having impacted the project site is remote. However, in order to be conservative, the Draft EIR recommends a mitigation measure that requires the applicant to undertake a Phase II investigation of the relevant subsurface conditions at the project site and to perform any required remediation of any contamination that may be found before any building permits are issued for the proposed project.

Comment No. 61-9

D. The DEIR does not present a realistic preservation alternative analysis.

By reference, I am including for the administrative record, the audio recording of the Los Angeles Cultural Heritage Commission meeting of April 7, 2011, Agenda Item 4. Audio files for the April 7, 2011 meeting for Item 4 can be found at the following URL links:

Part 1: <http://cityplanning.lacity.org/StaffRpt/Audios/CHC/2011/04-07-2011/04ENV09-1065a.mp3>

Part 2: <http://cityplanning.lacity.org/StaffRpt/Audios/CHC/2011/04-07-2011/04ENV09-1065b.mp3>

The Los Angeles Cultural Heritage Commission at its April 7, 2011 meeting included a discussion on the DEIR for the proposed Green Hollow Square development under Agenda Item 4. Much of the commentary by both public speakers and commission members at this meeting focused on the inadequacy of the DEIR's Preservation Alternative, listed as Alternative #4. All of the speakers who addressed this issue agreed that the DEIR did not offer a realistic scenario that would architecturally integrate the historic Barry Building into a unified development.

Commenting on this issue, Commission president Richard Barron referred to the illustration contained in DEIR Appendix M -- in which the historic Barry Building is shown as a preserved structure surrounded by development of a completely incompatible architectural style-- as "done as a cartoon." And not a serious effort to provide a preservation alternative. Commission Vice President Roella H. Louie agreed and stated that "It is disingenuous to come with a half thought out preservation alternative."

According to the California Supreme Court, an EIR is required to "ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official." *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 197. This discussion of alternatives must be "meaningful" and must "contain analysis sufficient to allow informed decision making." *Laurel Heights Improvement Assn. of San Francisco, Inc., v. Regents of University of California* 47 Cal.3d at 403-404.

An "agency preparing the EIR may not simply accept the project proponent's assertions about an alternative; rather, the agency 'must independently participate, review, analyze and discuss the alternatives in good faith.'" *Save Round Valley* 157 Cal.App.4th at 1460. The "applicant's feeling about an alternative cannot substitute for the required facts and independent reasoning." *Id* at 1458.

"In finding the alternatives analysis flawed, the court [in *San Joaquin Raptor* (1994) 27 Cal.App.4th 713, 738] pointed out the EIR's 'discussion of alternatives does not foster 'informed decision making' because it is 'devoid of substantive factual information from which one could reach an intelligent decision as to the environmental consequences and relative merits of the available alternatives to the proposed project...' Here, as there, '[b]ecause the discussion of alternatives omitted relevant, crucial information, it subverted the purposes of CEQA and is legally inadequate.'" *Friends of the Eel River v. Sonoma County Water Agency* (2003) 108 Cal.App.4th 859, 873.

"[T]he FEIR was required to identify a reasonable range of environmentally superior alternatives and to set forth facts and 'meaningful analysis' of these alternatives rather than just the agency's bare conclusions or opinions." *Preservation Action Council v. City of San Jose*, (2006), 141 Cal.App.4th at 1353.

“[T]he Legislature has also declared it to be the policy of the state ‘that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects...’ (§ 21002.) ‘Our Supreme Court has described the alternatives and mitigation sections as “the core” of an EIR.’ (Los Angeles Unified School Dist. V. City of Los Angeles (1997) 58 Cal.App.4th 1019, 1029.)” Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 597.

According to the California Supreme Court, an EIR is required to “ensure that all reasonable alternatives to proposed projects are thoroughly assessed by the responsible official.” *Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 197. This discussion of alternatives must be “meaningful” and must “contain analysis sufficient to allow informed decision making.” *Laurel Heights Improvement Assn. of San Francisco, Inc., v. Regents of University of California* 47 Cal.3d at 403-404.

The Project DEIR Alternatives analysis is grossly inadequate, and requires supplemental review of a realistic preservation option.

Response to Comment No. 61-9

The comments of the Cultural Heritage Commission are responded to in Responses to Comments 3-1 through 3-9 of this Final EIR. Further, additional information regarding Alternative 4 is provided in Response to Comment 8-1.

Comment No. 61-10

E. The DEIR’s List of Related Projects omits any reference to the VA Draft Master Plan and the I-405 Freeway/Sepulveda Pass Widening Project.

The DEIR’s Related Projects List cites 32 other proposed developments in the Project area. This list, however, inexplicitly includes no reference to either development at the 387-acre Veterans Administration site located approximately a half mile east of the Project site, or the 405 Freeway widening project. Both projects are significant, especially when determining cumulative traffic impacts.

Plans for the VA campus include renovation and upgrade of existing services, in addition to proposed expansion of medical and residential facilities. Cumulative impacts are therefore potentially significant.

The I-405 Freeway/Sepulveda Pass widening project is a multi-year, on-going expansion of significant segments of the 405 Freeway. Expansion of the 405 Freeway’s number of lanes, its on- and off-ramps, and its overpasses, involves lengthy traffic delays and detours. Since the Project will likely use the 405 Freeway as part of its haul route to Sunshine Canyon, both for the estimated 59,000 cubic yards of soil excavation and the approximately 153.8 tons per day of anticipated demolition waste, the 405 Freeway’s widening project should have been a key element of the DEIR’s Traffic Analysis. At 10 cubic yards per truck, the Project would generate 11,800 truck trips just for excavation (5,900 empty in and 5,900 out with fill). Since no mention is made in the DEIR of this lengthy widening project, additional traffic study is required. This is crucial considering the DEIR’s estimated start of construction in 2012.

If it is “reasonable and practical” to include other projects in a project’s cumulative impacts analysis, then the lead agency is required to do so.” *San Franciscans For Reasonable Growth v. City and County of San Francisco*, supra, 151.App.3d at 77. “The Guidelines explain that a discussion of cumulative effects should encompass ‘past, present, and *reasonably anticipated future projects*.’” *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 394; citing Guidelines § 15130 (b)(1)(A); italics in original.

Cumulative impacts analysis is particularly important in the urban setting. *King County Farm Bureau v. City of Hanford*, supra, 221 Cal.App.3d at 720, citing *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App3d 61. See also *Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1025 (a project’s impacts can assume “threatening dimensions...when considered in light of the other sources with which they interact”).

“The requirement for a cumulative impact analysis must be interpreted so as to afford the fullest protection of the environment within the reasonable scope of the statutory and regulatory language.” *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421, 431-432. The Court of Appeal has held that a “proposed project” under environmental review is a reasonably foreseeable future project. *Schaeffer Land Trust v. San Jose City Council* (1989) 215 Cal.App.3d 612, 630; *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3d 61, 72-77; § Guidelines 15130.

For example, *Citizens Assn.*, supra, 172 Cal.App.3d 151, explicitly states that while projects “currently under environmental review unequivocally qualify as probable future projects to be considered in a cumulative analysis...even projects anticipated beyond the near future should be analyzed for their cumulative effect.” *Id.* at 168.

A project that is under environmental review is a “reasonably foreseeable probable future project” within the meaning of the Guidelines. (Guidelines, § 15355, subd. (b).). This is because once review is begun, a significant investment of time, money and planning has probably occurred. Thus, once environmental review commences, the project is probable rather than merely possible. *Friends of the Eel River v. Sonoma County Water Agency*, 108 Cal.App.4th at p. 870; *San Franciscans for Reasonable Growth v. City and County of San Francisco*, supra, 151 Cal.App3d at pp. 74-75.

Response to Comment No. 61-10

As noted previously in Response to Comment 4-6, the I-405 HOV lane project is currently underway, and is expected to be completed (including all freeway and overcrossing/ramp improvements) in the spring of 2013. Therefore, it is likely that some I-405 construction activities will be underway during the demolition and potentially during some or all of the excavation phases of the Green Hollow Square project’s construction, which is anticipated to begin in 2012. However, all construction related to the I-405 project is expected to be finished prior to the anticipated completion of the proposed Green Hollow Square project in 2014.

Regarding the potential “cumulative” effects of the I-405 and Green Hollow Square project construction activities, it is important to note that the I-405 Freeway mainline lane vehicular capacities, on which the potential impacts of the Green Hollow Square project to the I-405 itself are evaluated, are not affected during the typical haul truck hours of operation anticipated for the Green Hollow Square project (approximately 9:00 AM to 4:00 PM). During these hours, no lane closures on either the northbound or southbound I-405 are typically scheduled by Caltrans, and as such, full freeway “through” lane capacities are anticipated to be maintained during normal business hours. As such, the I-405 project construction activities would not reduce the overall mainline travel capacity on the I-405, and therefore would not affect the construction traffic impact analyses prepared for the Green Hollow Square project (see Additions and Corrections). As discussed in the Additions and Corrections, no Green Hollow Square project construction-related significant impacts will occur to the I-405 Freeway.

Additionally, although some of the I-405 freeway’s on- and/or off-ramps through the construction zone, roughly between the I-10 (Santa Monica) and US-101 (Ventura) Freeways, may be closed intermittently during the I-405 project construction period, such closures are not anticipated to significantly affect the Green Hollow Square project construction activities (or vice-versa), or alter the anticipated Green Hollow Square haul route. Further, most of the heavy construction-related activity for the I-405 project (including haul truck activity) is typically scheduled to occur during the “off-peak” periods (between the hours of 7:00 PM and 6:00 AM), in order to minimize impacts to traffic on this key regional transportation facility. These nighttime construction hours for the I-405 project occur well after the anticipated haul activities for the Green Hollow Square project have ceased for the day. Therefore, the haul truck and other heavy-construction activity for the I-405 project and the demolition and excavation-related activity for the Green Hollow Square project would not be expected to overlap, thereby minimizing or eliminating the “cumulative” impacts of these two potentially concurrent construction projects.

See also Response to Comment 6-32 regarding the listing of related projects. Further, additional project construction analysis has been added to Section III, Additions and Corrections, of this Final EIR.

Comment No. 61-11

F. The DEIR’s is Inadequate in its Analysis of Greenhouse Gases when comparing the preservation and reuse of existing Buildings on the project site compared to the demolition of existing building and the construction of new building.

I have attached two articles related to the advantages of preservation of buildings when compared to the demolition and construction of new buildings. Historical Cultural Heritage Commissioner Gail Kennard expressed her concerns about the affect demolition would have on adding to landfill waste. The City of Fort Lauderdale’s Historic Preservation Office pointed out in their article titled “Historic Preservation is Green” the following:

“The Pew Center on Global Climate Change finds that 43% of carbon dioxide emissions in the US comes from the operation of buildings. Even more greenhouse gas emissions are associated with manufacturing new building materials and products.

Here are a few facts:

- About 80 billion BTUs of energy are embodied in a typical 50,000-square-foot commercial building.
- Tearing down that building would negate all the benefit of recycling more than 60 million aluminum cans!
- Demolishing the building also would create nearly 4,000 tons of waste. That's enough debris to fill a train of 26 railroad cars!
- It's estimated that constructing a new 50,000-square-foot commercial building in place of the old one would release about the same amount of carbon into the atmosphere as driving a car 2.8 million miles -- or 112 trips around the Earth!"

Response to Comment No. 61-11

The comment provides the commenter's opinion regarding greenhouse gases and also includes an article from the City of Fort Lauderdale's Historic Preservation Office. As such, these comments are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, the greenhouse gas emissions for Alternative 4 were discussed in the Draft EIR at pages VI-57 and VI-58. As described therein, since Alternative 4 would preserve the Barry Building, that Alternative would not be as energy efficient as the proposed project. (Refer to Appendix E of the Final EIR.). Lower energy efficiency would result in a higher level of greenhouse gas emissions relative to the proposed project. However, that higher amount of greenhouse gas emission may be offset by the slightly fewer number of traffic trips associated with Alternative 4 relative to the proposed project. (See Section III, Additions and Corrections, of this Final EIR under "Alternatives" for the Alternative 4 trip generation.) Therefore, the contribution to global climate change under Alternative 4 is likely to be similar to the proposed project, and that conclusion is reflected in the Corrections and Additions. However, the impacts to global climate change by the proposed project and Alternative 4 are still less than significant.

Comment No. 61-12

III. CONCLUSION

The Project's DEIR characterizes many environmental effects that will be caused by the Project as "insignificant," "less than significant impact," or "no impact," such that few or no serious mitigation measures are allegedly necessary. Many such determinations in the DEIR are unsupported by facts, or premised on inadequate facts, or utterly lacking of any true analysis of the facts, or consisting of a superficial "analysis" which for the most part simply assumes its conclusion.

The Project as proposed would create a myriad of significant adverse environmental impacts upon this community. His respectfully submitted that in its current form, the Project 'should not be approved, and that further environmental review be required.

As a neighborhood, we ask that the City recognize the negative impacts associated with this and similar projects inconsistent with our community's land use and planning, and vote to not certify or recommend for certification the DEIR for the Project.

Thank you for your courtesy and attention to this matter. By reference I incorporate all letters submitted, by the Brentwood Homeowners Association (BHA), Dick-Platkin, Charies Pisher, and other parties opposed to the Green Hollow Square project as it is now proposed as part of my family's objections to the proposed Project.

Response to Comment No. 61-12

The comment states that the Draft EIR describes many environmental effects as “insignificant”, “less than significant”, or “no impact”, and includes few or no serious mitigation measures. See Section IV., Mitigation Monitoring and Reporting Program, for a listing of all project mitigation measures, as well as enforcement and monitoring information. The comment states that many determinations are unsupported by facts or consist of superficial analysis. Also, the comment states that the project should not be approved until further environmental review is conducted. However, with respect to these concerns, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the proposed project. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 62

Edward J. Casey
Alston & Bird, LLP
333 South Hope Street, 16th Floor
Los Angeles, CA 90071

Comment No. 62-1

I just learned that the enclosed letter from Ed Casey was mailed to you on April 18th. Inasmuch as I don't necessarily trust the US Postal Service to delivery mail on time, I thought I would email you the letter so you would have it by closed of business, April 20, 2011.

Response to Comment No. 62-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 62-2

On behalf of the Applicants for the Green Hollow Square (Project), we submit this letter to comment on the Draft Environmental Impact Report (DEIR) prepared by the City of Los Angeles (City) for the Project dated February 2011 (ENV-2009-1065-EIR). While we believe that the environmental analysis in the DEIR is adequate and complies with the California Environmental Quality Act (CEQA), the Applicants are submitting this letter to provide additional evidence supporting certain conclusions in the DEIR.

Response to Comment No. 62-2

The comment provides the commenter's opinion that the Draft EIR is adequate and complies with CEQA. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 62-3**A. Project Background**

Before discussing the additional analysis provided in the reports submitted with this letter, we would like to briefly summarize the process that the Applicants followed in designing the Project and formulating the Project Objectives. In 2006, the Applicants first introduced a residential condominium development that would have been four times the density of the Project and substantially taller in height (up to 50 feet). Thereafter, the Applicants' team met with community groups on numerous occasions. For the most part, the community expressed a preference for a retail project instead of a residential project. Accordingly, for two years, the Applicants worked on a design for a retail project. The initial design for a retail project was

shown to the public in 2005. Again, the Applicants met with the community and received input on that retail design. In response to that additional input, the Applicants substantially changed the proposed retail project. In particular, the Applicants responded to community input by:

1. Adding extra parking to ensure that the project would not exacerbate the parking deficiency in Brentwood.
2. Replacing the parking area at Saltair with a single-family home in order to maintain the residential character and avoid introducing a commercial presence into the neighborhood.
3. Prohibiting any access to the project from either Saltair Avenue or Saltair Terrace.
4. Reducing the height of the project.
5. Reducing the amount of restaurant space.
6. Moving the trash enclosures away from the adjacent residential properties.
7. Incorporating a mid-century architectural design to reflect the Barry building.
8. Suggesting traffic easing measures such as the traffic light at the project exit point and the San Vicente median cut "u"-turn
9. Maximizing the amount of outdoor seating plazas and conversation areas.
10. Agreeing to have some amount of office space in the project.

With that community input, the Applicants are proposing a project with the following objectives:

1. Architecture/Design

- Create a development that provides a mix of retail, office and restaurant uses that cater to the Brentwood community, within which buildings are integrated with one another and clearly relate to each other in terms of proportion, height, mass, and facade;
 - o Develop a mixed-use commercial project that creates a sense of place for customers and community within walking or short driving distance of the Brentwood area;
 - o Provide an efficient site circulation system to prevent auto queuing or back-up onto San Vicente Boulevard;
 - o Provide a project that meets LEED standards and includes energy efficient features that minimize the project's ongoing effects on the environment;
 - o Develop a mixed use project that is compliant with all current building and environmental codes and meets modern commercial standards for high-class quality businesses.

2. Facilities

- Create a commercial development with more current facilities that will be competitive with similar properties along the San Vicente Corridor in the Brentwood area.

3. Specific Plan Implementation

- Contribute to the City's vision for the San Vicente Scenic Corridor Specific Plan;
 - o Provide on-site parking facilities for the project's employees and customers that would exceed City Code requirements, thus alleviating parking on neighborhood streets;
 - o Provide a design that emphasizes a cohesive, well-defined pedestrian network, within which there are generous public spaces for walking and sitting; and

4. Economics

Enhance return on applicants' investment and tax revenue to local governmental agencies.

Response to Comment No. 62-3

The comment provides a narrative about the project background, including a previous project that was proposed and subsequently changed as a result of community input. The comment then re-states the project objectives that are set forth in the Draft EIR published by the City. This general information is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 62-4

B. Project Alternatives

With this background information in mind, we would like to discuss two alternatives discussed in the DEIR that are aimed at preserving the Barry Building, which was designated a cultural monument by the City in 2007. For the reasons discussed in the DEIR and in this comment letter, we believe that those alternatives are not feasible within the meaning of CEQA.

Response to Comment No. 62-4

The comment provides the commenter's opinion that two preservation alternatives are not feasible within the meaning of CEQA. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 62-5

1. On-Site Preservation Alternative

In Section VI and Appendix M of the DEIR, an alternative to the Project is described that would retain the Barry Building. As stated at page VI-65 of the DEIR, this alternative would not meet a number of the project objectives to the same extent as the proposed project. We concur in that conclusion. In particular, the DEIR states that "Retention of the Barry Building may also affect its ability to achieve the competitive goals under objective 2 as well as the economic goals under objective 4." To better understand the competitiveness of this alternative, we retained the Concord Group to analyze the relevant market and assess the variance in gross retail lease revenue from different project alternatives that would retain the Barry Building. (A copy of Concord's Report and statement of qualifications are enclosed with this letter.) As confirmed by the Concord Report, given the constraints in the Local Trade Area, newer well-designed products "achieves a 57% rent premium over older retail product." (Concord Report, p. 2.) Additionally, "older retail product (typically built before 1970) falls short of offering customers a high quality shopping experience. With poor layouts that fail to integrate retail spaces, these older spaces are not able to create a flow of customer traffic. These spaces also lack updated systems, poor visibility, and limited access." (Concord Report, p. 2.) As applied to the alternative in the DEIR that would retain the Barry Building, the Concord Report concluded that "the Barry Building's location in the center of the development restricts the visibility of the newer buildings to the north and segments the subject property, thus restricting traffic and rental rates achievable for the new development. In addition, overall square footage in the scenario falls as a result of structural changes made to help improve the flow of the center." (Concord Report, p. 4.)

Indeed, the Concord Report concludes that the alternative that preserves the Barry Building would be inferior to the Proposed Project in such key competitive areas as marketing visibility, quality of space, street presence and shopping experience. (Concord Report, Exhibit III-I, p. 2.) For example, in the area of marketing visibility and street presence, the retention of the Barry Building would create a segmented line of site since it sits in the center of the property, blocking the visibility of the Project as a whole. In the area of quality of space, retention of the Barry Building would restrict the floor space and size of the proposed new structure to the east, thereby reducing the quality of that new space. In addition, the limited ceiling heights and windows of the Barry Building greatly detract from its ability to serve modern retail tenants. Finally, in the area of shopping experience, retaining the Barry Building would create an uninviting and segmented layout as that building is located in the center of the site, limiting the open field of the development and visually blocking off the structure to the north.

For all of these reasons, the expected total annual retail gross revenue for the alternative that retains the Barry Building is \$803,761 less than the expected retail gross revenue for the Proposed Project. (Concord Report, p. 5.) Assuming a market-based cap rate of 6%, this equates to loss of \$13,396,017 in stabilized project value. (*Id.*) Accordingly, this analysis confirms the DEIR's conclusion that a project alternative that would retain the Barry Building would not meet the competitive goals under objective 2 as well as the economic goals under objective 4.

Response to Comment No. 62-5

The commenter's opinion that Alternative 4 would not meet a number of project objectives to the same extent as the proposed project is acknowledged for the record. That opinion and the consulting report (the

“Concord Report”) submitted by the applicant will be forwarded to the decision-making bodies for their review and consideration.

According to the applicant and its consultant (Concord Group), the existing floor-to-ceiling heights of the Barry Building are inconsistent with the requirements of most current retail and office tenants, and the new floor-to-ceiling heights of the new buildings (of the proposed project) would be consistent with those requirements. The existing floor-to-ceiling heights of the Barry Building, which are as low as 8'6" clear height and as high as 11' and average between 9' and 10', would be different than the floor-to-ceiling heights of the project's new buildings, which would provide a floor-to-ceiling height of approximately 18 feet.

As described in the supplemental report prepared by Galvin Preservation Associates (included as Appendix C to this Final EIR), changing the floor-to-ceiling heights in the Barry Building, even if structurally feasible, would not comply with the Secretary of the Interior's Standards for Rehabilitation and would negatively affect the integrity of the building constitute a loss of historic fabric. Failure to comply with the Secretary of the Interior's Standards for Rehabilitation is an important factor (although not necessarily dispositive) that is considered by the City's Cultural Heritage Commission when deciding whether a structure qualifies as an historic monument under the City ordinance. If the existing floor-to-ceiling heights of the Barry Building are not altered, Alternative 4 would not be as functionally integrated as the proposed project; refer to Responses to Comments 3-4 and 3-5 for a discussion of functional integration.

Comment No. 62-6

2. Off-Site Preservation Alternative

In Section VI of the DEIR (at p. VI-5), the DEIR briefly discusses, but rejects as infeasible, an alternative that would relocate the Barry Building to an unidentified property in the general Brentwood area. We agree with the conclusion in the DEIR that such an alternative is infeasible since, among other reasons, the cost of acquiring any suitable property in this area would be exorbitantly high. In that regard, Appendix L to the DEIR provides a letter from a commercial real estate broker stating that land acquisition costs could range from \$200 to \$500 per square foot of land. At those land prices, a suitable half acre of land would cost between \$4.5 million to \$10.9 million to purchase.

In addition to those property acquisition costs, we also point out that there would be significant costs to disassemble the Barry Building, move it to the new location, reassemble it, and prepare the site for operation of the Barry Building. Based on an analysis prepared by Hill International, Inc., a well-established construction management firm, the estimated cost to perform that work so that the Barry Building could be operated intact at a different location is \$6.4 million dollars, which is *exclusive* of land acquisition costs. (A copy of the Hill report and its statement of qualifications are enclosed with this letter.) Adding land acquisition costs to the cost to relocate the Barry Building to a new location renders this preservation option infeasible.

Response to Comment No. 62-6

The comment reiterates the conclusion from page VI-5 of the Draft EIR that off-site preservation of the Barry Building is not feasible due to land acquisition costs, as well as the cost to move the Barry Building. As such, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 62-7

C. Conclusion

We appreciate the opportunity to comment on the DEIR for the Project. As explained above, neither the retention nor the relocation alternative for the Barry Building meets the Project Objectives or is feasible within the meaning of CEQA. Accordingly, we urge the City to approve the Project as proposed by the Applicants

Response to Comment No. 62-7

The comment re-states the commenter's opinion that neither the retention nor the relocation alternative for the Barry Building meets the project objectives or is feasible within the meaning of CEQA. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 63

John P. Given
2551 La Condesa Drive
Los Angeles, CA 90049

Comment No. 63-1

Attached is a pdf letter I would like to submit to the record on the Green Hollow Square DEIR (ENV-2009-1065-EIR). A hardcopy will follow by mail. My letter incorporates by reference the Brentwood Homeowners Association response dated yesterday, which is also included.

If you have any questions or concerns, please feel free to contact me at this e-mail address or by phone at (310) 471-8485.

Response to Comment No. 63-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 63-2

I am a longtime Brentwood resident, having resided at the above address for more than thirteen years. As a local resident, I have visited the location of the above-captioned Green Hollow Square project many times, as well as visiting other locations nearby along San Vicente Boulevard and in the Brentwood Community. I am very familiar with the location of the project and surrounding area, and travel in and around this area on a virtually daily basis.

I have had an opportunity to review the comment letter submitted to you by Beverly Grossman Palmer of Strumwasser & Wocher LLP, on behalf of the Brentwood Homeowners Association, dated April 19, 2011, which I incorporate by reference as representing my own concerns regarding the numerous deficiencies of the Green Hollow Square DEIR. In addition, however, I have three specific comments about the DEIR that I would like to add to the record.

Response to Comment No. 63-2

The comment states that the commenter has reviewed the comments made by the Brentwood Homeowners Association and has three specific comments to add. The comment states that what follows are comments on the proposed project. However, the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 63-3

1. Deficiency of Alternative 4: Preservation Alternative

Alternative 4 is facially deficient in its oversimplified presentation of a preservation alternative. Alternative 4 is inadequate because it does not provide nearly enough detail or analysis to determine whether it is a truly feasible alternative. In a DEIR of well over 2,000 pages including appendices, with extensive (if sometimes misleading and incomplete) analyses of many details on a wide variety of topics, Alternative 4 is presented in a mere ten pages. (See DEIR at pp. VI- 56-65). For comparative purposes, Alternatives 2 and 3 study the requisite issues in much greater detail. (*Id.* at pp. VI-2540, and pp. VI.4).56, respectively). Even Alternative I(a), the "No Build" scenario, requires no less than five pages to say that doing nothing will be less impactful than doing something. (*Id.* at pp. VI-6-10.) Subtract the five pages required to say very little as 8 baseline of the amount of actual study done on Alternative 4, and one can easily see that Alternative 4 is simply not an adequate study or presentation of a preservation alternative.

Whether Historic-Cultural Monument #887 (i.e., the "Barry Building") is able to be preserved in the long run, a decision which is of great importance to many community members here in Brentwood and throughout Los Angeles, is not a decision that can reasonably be made unless the alternative for preservation it is fairly and adequately studied and presented. The DEIR is grossly inadequate without sufficient study of the preservation alternative.

Response to Comment No. 63-3

The comment provides the commenter's opinion that the analysis of Alternative 4 is deficient. However, the analysis of Alternative contains the same analysis as is provided for the other alternatives. Further, Alternative 4 is the only alternative that contains a draft site plan and rendering. In addition, see Responses to Comments 4-39 and 8-1 for additional information regarding Alternative 4.

Comment No. 63-4

2. Deficiency of Cut-Through Traffic Analysis

The DEIR assumes that "there are no local/residential roadways that would typically be used by non-local site-oriented ("cut-through") traffic to travel between the project site and nearby arterial roadways. since none provides convenient alternative routes to the Major and/or Secondary Highways serving the project vicinity. and few provide connections between such facilities at all." (See DEIR at p. IV.L-84.) This assumption is seriously flawed. As the DEIR's traffic report states, there are at least four nearby intersections with such low levels of service that the significant impacts of the project-related traffic cannot be mitigated. The assumption that local/residential roadways will not be utilized by significant levels of project generated traffic must assume that the low levels of service at the studied intersections does not already lead to significant cut-through traffic on Saltair A venue and other local/residential roadways.

In fact, the existing cut-through traffic problem is a serious problem for local residents, such that traffic calming mitigations for Saltair Avenue to reduce cut-through traffic have been discussed by residents for years, which sufficient study of neighborhood traffic issues would have disclosed, but in any case which was discussed in the Brentwood Homeowners Association's scoping letter submitted to the project. The DEIR simply does not recognize the existing cut through traffic problem on Saltair Avenue and other local/residential roadways, and thus is inadequate both for failing to properly analyze the project related cut-through traffic on Salmir(sic) Avenue, and also for failing to analyze the cumulative impact of currently existing, related project generated, and project-generated cut-through traffic in the vicinity of the project.

Response to Comment No. 63-4

The comment is addressed previously in Responses to Comments 4-10, 4-16, 4-27, and 6-9. Therefore, no further responses to this comment are necessary.

Comment No. 63-5

Further, to the extent that the cut-through traffic issue causes the Traffic portion of the DEIR to be inadequate, related effects in other study areas of the DEIR, for example, Section IV.K the Public Services section of the DEIR are necessarily inadequate as well. The cut-through traffic issue, endemic to the local/residential roadways in close proximity to the project site must be properly analyzed using correct baseline assumptions or multiple sections of the DEIR will remain inadequate.

Response to Comment No. 63-5

The comment states that since cut-through traffic was not properly included as a baseline, assumptions made in the public services section of the Draft EIR are also affected. See Responses to Comments 4-10, 4-16, 4-27, and 6-9 which address the issue of cut-through traffic. Further, See Response to Comment 4-35, which addresses fire department response times, and already takes into account local traffic patterns and congestion.

Comment No. 63-6

3. Deficiency of Study and Analysis of the Intersection of San Vicente Boulevard at Saltair Avenue

The intersection of San Vicente Boulevard and Saltair Avenue is the geographically closest intersection to the project location. Despite this the traffic study does not make the same detailed analysis of the intersection as it does twelve other nearby intersections. The DEIR traffic analysis is inadequate if it does not study and analyze in as much detail, to the extent practicable given **the differences in types of intersections studied, those twelve signalized intersections contained** in Table IV .L-II of the "Traffic, Transportation, and Parking" component of the DEIR. (See Table [V.L-II, DEIR at pp. IV.L-4S-46, and accompanying material.)

Response to Comment No. 63-6

This comment is addressed previously in Response to Comment 4-15. As such, no further responses to this comment are necessary.

LETTER NO. 64

Sarah Locke-Gilbert

Comment No. 64-1

The Barry Building has been designated a Historic Cultural Monument and it is appalling that demolition has been proposed to make way for the development called Green Hollow Square. As a highly in tact example of International-style, this building is an important architectural resource. It also has cultural significance to the community as the former home of Dutton's Books. Additionally, proposed alterations to the median would also impact the coral trees, which are also a designated landmark, HCM #148. What does it say about our appreciation for preservation laws that have been enacted to protect our cultural heritage? By disrespecting the boundaries that have been set to protect our heritage, we are inviting the possibility of situations such as this in the future.

Response to Comment No. 64-1

The first portion of the comment provides information about the significance of the Barry Building. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates (included as Appendix E to the Draft EIR). As described therein, the Barry Building is designated Los Angeles Historic-Cultural Monument #887. The remainder of the comment provides the commenter's opinion of general opposition to the demolition of the Barry Building and the alteration of the San Vicente Boulevard median (including the coral trees). As such, the commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 64-2

In this case, there are clear adaptive reuse options available that would allow for the Barry Building to retain its status as a local landmark. Alternative #4 in the Draft EIR provides the developer with the same number of parking spaces and nearly the same amount of square footage as the project would have in the proposal that calls for demolition. There is already adequate space available within the Barry Building, which is remarkably similar to the retail space in the proposed replacement. There is also a central courtyard that offers the community outdoor social space and help meet the project's objectives. The argument that the building is not energy efficiency is also not an acceptable claim. Sensitive upgrades for enhanced energy efficiency can be made that will meet sustainability goals. Finally, there is no reason why the design of the surrounding construction cannot be finessed to integrate the Barry Building.

Response to Comment No. 64-2

The comment provides the commenter's opinion that Alternative 4 should be the preferred project. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. See also Response to Comment 17-4 regarding the

ability to upgrade the Barry Building for greater energy efficiency and Response to Comment 8-1 for additional information regarding Alternative 4.

Comment No. 64-3

Please, call for the preservation of this landmark. It is essential to show respect for our community through the preservation of this building and in order to protect our heritage, it should be made clear that the demolition of Historic Cultural Monuments is not acceptable under circumstances where there are clear preservation alternatives.

Response to Comment No. 64-3

The comment provides the commenter's opinion for preservation of the Barry Building. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 65

Joe Molloy

Comment No. 65-1

i am a 25-year resident of brentwood and pass the barry buiding most every day. it always gives me immense pleasure to admire the design, landscping, and scale of this property.

i think it should not be demolished—it is a historic-cultural monument. the published design for a replacement demonstrates a very dull generic-looking building. if there must be a new building on this site, certainly it can be designed to retain and upgrade the existing builing.

i have always patronized businesses located in the barry building: dutton's bookstore and now luxxe cafe.

i am a member of the los angeles conservancy and its modern committee. i joined today because of the threat to the barry building.

Response to Comment No. 65-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building, and that at least, the Barry Building should be incorporated into the new project. The commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 66

Sheri A. Saperstein
500 So. Barrington Ave. #6
Los Angeles, CA 90049-4372

Comment No. 66-1

As a resident of the community of Brentwood and Council District 11 since 1992, I believe the proposed, Green Hollow Square would not only result in the destruction of The Barry Building—a beloved City of Los Angeles Historical-Cultural Monument—but also result in the ruin of a tightly-knit community, one which has long understood that the scale of its built environment is directly related to the quality of life of its inhabitants.

I am utterly exasperated by the numerous shortcomings of the Green Hollow Square DEIR submitted by its short-sighted developers. CEQA reports are supposed to honestly and directly address potential impacts of a proposed development, so that the city can appropriately assess such proposal. The Green Hollow Square DEIR appears to purposely deflect from such honest assessment. Significant revisions are needed.

I have heard that the project has been described by Mr. Munger as a gift to the city—as proposed, it would instead prove a Trojan Horse. Its construction would immediately corrode and permanently alter a wonderful neighborhood in and of itself, and would probably lead to future and further changes corrosive Brentwood’s character.

Response to Comment No. 66-1

The comment states the commenter’s opinion of opposition to the demolition the Barry Building. The commenter’s opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment also states that the Draft EIR does not honestly and directly address potential impacts of the proposed project. The Draft EIR lists potential and significant and unavoidable impacts in Table I-1 and describes each impact in greater detail in the subsections of Draft EIR Section IV. As stated on Draft EIR page V-1, the proposed project would have significant unavoidable environmental impacts with respect to historic resources, aesthetics, construction noise, and traffic. The proposed project would also result in a significant cumulative impact with respect to historic resources and construction noise. Thus, the Draft EIR fully discloses potential impacts of the proposed project and provides mitigation measures, where appropriate, to lessen such impacts.

The comment also states that the proposed project would immediately corrode and permanently alter the neighborhood and Brentwood’s character, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment

is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 66-2

AESTHETICS: The Barry Building (City of Los Angeles Historic-Cultural Monument No. 887) **and Its Significance to Brentwood**

A pragmatic option to preserve the Barry Building intact and in situ must be developed. This would not be hard to do, especially since the Barry is so well-designed. Its integrity and vision deserve to be preserved for future generations and its key structural elements—well defined by Diane Caughey and the City of Los Angeles' own Office of Historic Resources—must be adequately addressed by the DEIR.

The Barry has rich historic and cultural significance. It physically expresses the idealism that animated scores of people who moved to Los Angeles after World War II hoping for a better life, one in which their lives would be enriched by well-engineered buildings and communities.

The building represents an optimism that architecture can further community and civil society by ennobling the ways we live and by engaging with the local environment. Architecturally the Barry Building has unique significance to Southern California as one of the last remaining commercial examples of the internationally-admired "mid-century California modern" architectural style. Architects such as Richard Neutra, Pierre Koenig and John Lautner revolutionized domestic architecture after the war, and the style was further expressed in modern religious architecture, the college campus, and art museums. There are far fewer surviving examples of this style in commercial architecture_ and this is yet another reason it is so important to preserve the Barry Building for future generations.

With the Barry, one enjoys a glimpse into Los Angeles history. Brentwood has long been known as a neighborhood with progressive ideals. Above the Barry Building lies Crestwood Hills which began as a utopian experiment in the late 1940s. It required all its buildings be designed by architects, and emphasized community spaces. Today, 16 of these mid-century modern homes are listed as Historic-Cultural monuments of the City of Los Angeles. Below this community the commercial strip of San Vicente Blvd. was built. I understand this strip was also developed with community-minded (and issued) restrictions in place, including limitations on building heights and hours of operation. The median strip with its Coral Trees (designated monument #148) added beauty and grassy pedestrian space for all to enjoy. Beauty and Aesthetics were clearly considered integral to the well-being of a healthy community and healthy society.

Within this context, the Barry Building was completed in 1951. It was designed not to be grandiose or self-important but to be an integral part of both its environmental and civic community.

To integrate into its environment, it maximized natural light, used cross-ventilation to minimize the need for air conditioning and featured a screen on its eastern side to mitigate the effects of the harsh afternoon sun. Its landscaping emphasized plants that would thrive naturally in its setting. It used simple readily-available and easily-maintained materials for its construction.

To serve its community outdoor hallways were designed specifically to encourage camaraderie amongst building inhabitants. Its courtyard opened both into the shops and offices and out onto the street. And while humble it was beautiful—with overlapping and hovering rectangular planes, slender columns and a flat roof that "lightened" the building all in an understatedly elegant style.

These are the reasons the Barry Building deserved to become City of Los Angeles Historic- Cultural Monument No. 887. And they are why any worth DEIR would include a sound proposal for keeping intact the Barry Building and its key structural elements.

Response to Comment No. 66-2

Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. See also Response to Comment 8-1 for additional information regarding the Barry Building.

Comment No. 66-3

AESTHETICS: San Vicente Blvd. Kaffirbloom Coral Trees (City of Los Angeles Historic-Cultural Monument No. 148)

The beautiful Coral Trees of San Vicente Blvd. are one of the first-recognized cultural treasures of the City of Los Angeles. Removal of any sections of the continuous landscaped median strip containing these trees is unconscionable.

Aside from being beautiful to behold as they stretch from Brentwood through Santa Monica, the median serves as a pedestrian corridor. Erection of the Green Hollow Square project would change this essential pedestrian character.

In addition the increased traffic described by the submitted DEIR—at least of 2,000 vehicles per day—would likely have a negative impact on the viability of all the coral trees in the neighborhood. I am concerned not only by the additional exhaust, but also by the effects upon the shallow roots of the Coral trees from the weight of all the cars passing directly over them

Response to Comment No. 66-3

The comment states the commenter's opposition to the alteration of the San Vicente Boulevard median (including removal of the coral trees). The commenter's opposition is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

The comment also states that the median serves as a pedestrian corridor and that the proposed project would change this essential pedestrian character. First, the median alteration is an "optional" project design feature, which may be chosen and implemented after the project has been operational based on community input. Further, the existing median already contain cuts to allow traffic to turn and change directions nearly every block in the project vicinity.

The comment also states that the addition of 2,000 vehicles per day would negatively impact the viability of all coral trees, due to increased exhaust and the weight of cars passing over the roots. The comment does not provide any support to this claim. The proposed project would generate a net increase of 1,456 daily trips, with a PM peak hour of 255 trips. As shown in Figure IV.L-9, the San Vicente Boulevard street segment between Montana Avenue and Bundy Drive has an existing PM peak of 2,240 vehicles. Thus, there is evidence that the coral trees have already experienced the effects of vehicle exhaust and weight on their roots and continue to service. The addition of the proposed project's peak hour trips would not significantly increase the amount of vehicles passing through the identified street segment to the extent that the exhaust would be expected to harm the coral trees.

Comment No. 66-4

IV.B AESTHETICS: San Vicente Historic Corridor (Scenic Secondary Highway of the City of Los Angeles)

If the above two Cultural-Historic Landmarks are destroyed or compromised in any way, such actions would also permanently damage the character of the San Vicente Historic Corridor, a Scenic-Secondary Highway designated by the City of Los Angeles.

This corridor is a defining, emblematic feature of the City, one often pictured in television and Film, and used by realtors.

The scale of the project would permanently and dramatically disfigure this Corridor. The beauty of this corridor derives from the confluence of its low-scale construction along either side of a wide boulevard with beautiful coral trees in its median, all of which are framed daily by beautiful sunsets. Intrinsic to this beauty is the low density, and the pedestrian, relaxed, familiar neighborhood feeling of this place, one which quiets down at the end of the day, and one which has a unique low-height profile.

The restful, quiet feeling of this corridor would also be changed with late-night restaurants and a liquor store adding glare and traffic.

Response to Comment No. 66-4

The comment states that the removal of the two historic-cultural monuments would damage the character of the San Vicente Historic Corridor. The commenter is referencing the Specific Plan, which guides development along San Vicente Boulevard, a designated Scenic Highway.

The comment states that the development would be out of scale with the low scale construction on either side of the boulevard. The proposed project would be shorter than the existing 4-story Coldwell Bank building immediately west of the project site. The proposed project would also be shorter than the 7-story Comerica Bank building, west of the project site across Saltair Avenue. Further, the proposed project would be shorter than the 9-story building on the south side of San Vicente Boulevard across from the project site. In addition, the proposed project would be designed with compatibility to surrounding uses

and comply with the San Vicente Boulevard Scenic Corridor Specific Plan Design Guidelines, as described in Draft EIR Section IV.H.

The comment also states that the corridor would be affected by glare and traffic, but does not provide specific comments with respect to these issues. Both glare and traffic are addressed in the Draft EIR, in Sections IV.B.3 and IV.L, respectively.

Comment No. 66-5

AESTHETICS: Dismissal of San Vicente Scenic Corridor/San Vicente Scenic Corridor Design Guidelines

For years and years, the community of Brentwood has been invested in the maintenance of its own streetscape, understanding that such maintenance is essential to the preservation of the community's character. This is why the San Vicente Scenic Corridor/San Vicente Scenic Corridor Design Guidelines were developed and effected in 1980.

The proposed project is nearly twice the square footage of existing structures. San Vicente Blvd. is a historic 1950s commercial strip, one in which a development of this size would never be found.

The view down San Vicente Boulevard would be marred by the increased traffic, signage, and Traffic light. This view at sunset is treasured by citizens throughout the region.

Response to Comment No. 66-5

The project is consistent with the development standards contained in the San Vicente Scenic Corridor Specific Plan, as discussed on Page IV.H-36 to IV.H-38 of the Draft EIR. This consistency will be reviewed in detail by the Department of City Planning as part of the Project Permit Compliance Review and Design Review processes. In granting Project Permit Compliance Review, the Department must make findings that the project substantially complies with the applicable regulations, standards, and provisions of the Specific Plan and that the project incorporates mitigation measures as identified in the EIR which would mitigate the negative environmental effects of the project, to the extent feasible. In granting Design Review, the Department shall approve a project only if it is in compliance with the specific plan regulations.

The size of the proposed project is governed by the zoning designation as established in the Los Angeles Municipal Code. The combination of C4-1VL and P-1VL zoning, which is applicable to the commercial development site, allows for a maximum floor area ratio of 1.5:1, or in this case a maximum of 105,000 square feet of development. The project is approximately 73,300 square feet in size, which is well within the permitted size/density. Furthermore, although the exact square footage of the surrounding developments are unknown, buildings larger than the proposed project most certainly exist along San Vicente Boulevard in the immediate project area. In particular, there is a nine-story office building opposite the project site on the south side of San Vicente Boulevard, a four-story office/bank building immediately west of the project site at the northeast corner of San Vicente Boulevard and Saltair Avenue,

a seven-story office/bank building on the northwest corner of San Vicente Boulevard and Saltair Avenue, and a three-story retail/office/restaurant commercial center at the northwest intersection of Montana Avenue and San Vicente Boulevard.

Changes in views as a result of the proposed project are described on Draft EIR pages IV.B-15 and IV.B-16. As concluded therein, impacts with respect to views would be less than significant.

Comment No. 66-6

AESTHETICS: Dismissal Brentwood-Pacific Palisades Community Plan

As proposed, Green Hollow Square would flagrantly violate the Brentwood-Pacific Palisades Community, and the sense of community identity as enhanced by scale, height, bulk, setbacks and appearance.

Response to Comment No. 66-6

No specific references are identified by the commenter as to how the project would “dismiss” or “flagrantly violate” the Brentwood-Pacific Palisades Community Plan. This lack of specificity makes a meaningful response impossible. The commenter implies that there may be concerns relative to scale, height, bulk, setbacks, and appearance. In terms of the scale and bulk of the proposed project, the combination of C4-1VL and P-1VL zoning, which is applicable to the commercial development site, allows for a maximum floor area ratio of 1.5:1, or in this case a maximum of 105,000 square feet of commercial floor area. The project is approximately 73,300 square feet in size, which is well within the permitted size/density. Rather than one large, monolithic building, the project includes three two-story buildings which are further refined by the incorporation of open courtyards and paseos, as well as terraces along San Vicente Boulevard. The project was designed to recognize the value of pedestrian-friendly elements and amenities and, thus, includes seating areas, outdoor dining tables and chairs, an abundance of landscaping, water features, and other hardscape elements to enhance the human-scale experience. The new buildings are also on a scale consistent with that of other commercial development in the area, which ranges from one to nine-story buildings. Moreover, the San Vicente Scenic Corridor Specific Plan requirements for setbacks and open space have been incorporated into the design of the project.

In terms of height, the project is in Height District No. 1VL, which limits development to three stories or 45 feet in height. The height of the proposed commercial buildings would be approximately 39.5 feet, with the elevator shafts/enclosures and mechanical equipment reaching as high as 45 feet. A clock tower is also proposed which would be approximately 50 feet in height; however, this type of architectural element is permitted by the Los Angeles Municipal Code to exceed the height limit by up to five feet. The commercial building heights would also be consistent with the transitional height provisions in the LAMC.

Comment No. 66-7

General: Brentwood Homeowner Association’s Letter of April 19, 2011

I urge the City's action on all recommendations of the Brentwood Homeowners Association

I once lived near another City destination site – Melrose Avenue. I was mugged there. Brentwood is a safe, hospitable community. That's why I moved here in 1992. If Green Hollow Square is built, the very nature of this community will be changed. I don't want that to happen.

Response to Comment No. 66-7

The comment reiterates the comments provided by the Brentwood Homeowners Association (Comment Letter 4). Responses to Comment Letter 4 have been provided as part of this Final EIR.

Further, the comment provides the commenter's opinion that the very nature of the community would change if the proposed project were built, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 66-8

Traffic is so bad in this neighborhood that it has taken me FORTY-FIVE minutes to travel $\frac{3}{4}$ of a mile between my home and the intersection of Montana and San Vicente Blvd. I understand that West L.A. is one of the top 3 congested neighborhoods of the country. We cannot afford any more traffic. Indeed, measures are DESPERATELY needed to alleviate current conditions

Response to Comment No. 66-8

This comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 66-9

General: Los Angeles Conservancy

In addition urge the City's action on all recommendations of the Los Angeles Conservancy. The Conservancy is a nationally-respected institution and one which has the support of residents throughout Los Angeles.

It has well-articulated the problems posed the current Green Hollow Square proposal.

Response to Comment No. 66-9

The comment reiterates the comments provided by the Los Angeles Conservancy (Comment Letter 7). Responses to Comment Letter 7 have been provided as part of this Final EIR.

Comment No. 66-10

CLOSING THOUGHTS

With numerous closed storefronts throughout the Westside and specifically within Brentwood itself, the last thing we need is new construction of even more stores. The Internet is permanently and dramatically changing the nature of commerce in this country. The City of Los Angeles should address the ever-growing quantities of empty buildings and storefronts, and consider what to do with the excess retail storefronts that won't be needed as people do much of their shopping online. The population is expanding, but the needs that of this expansion are not being addressed by the outdated planning assumptions that have served us in the past.

Please note that I have been a resident of Brentwood since 1991, owned a condominium there since 1992, and been resident in Los Angeles since 1965.

Response to Comment No. 66-10

The comment provides the commenter's opinion that Brentwood does not need new stores, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 67

Kat Bouza

Comment No. 67-1

My name is Kat Bouza and I am a resident of Los Angeles. I am writing to you today in regards to the proposed demolition of designated Los Angeles landmark, Historic-Cultural Monument #887 the Barry Building, currently residing at 11973 San Vicente Blvd.

I have lived in this great city since 2006 and have grown to love it in many ways; however, the thing that I find most deplorable about the city of Los Angeles is the lack of regard the city, elected officials and local developers have for buildings and landmarks of historic and/or cultural importance. While a student at the University of Southern California, I started a Los Angeles news and history blog (<http://10110101.tumblr.com>) when I discovered that many beautiful buildings in this city have been torn down in favor of parking lots, high-density housing and other superfluous structures. Many historical buildings lucky enough to survive demolition have been allowed to rot, fester and "thrive" as poorly-maintained storefronts at the hands of the city; I only need to suggest you take a stroll down Broadway downtown to see what has become of the many theatres that line the street.

In the city's long history of blatant disregard for preserving and celebrating culturally-significant architecture, the proposed demolition of the Barry Building is no exception to this unstated, unspoken (but wholly obvious) "rule."

Although the Barry Building as it currently stands may not be considered "aesthetically pleasing" by today's tastes, it does not mean the building is a blight on the community; rather, the Barry Building adds some much-needed architectural diversity into the usually homogenous landscape of the Westside. As the building exists now, the expansive courtyard and ample retail space would easily be renovated and improved while maintaining the historical integrity of the structure. Similarly, the building can be updated to include "green" technologies to make the historical structure a fitting, unique addition to Los Angeles' commitment to promoting environmentally-friendly developments.

This being said, I urge you and your colleagues to strongly consider Alternative 4 in the draft EIR regarding the Green Hollow Square Project. The Alternative will preserve the Barry Building and embrace its historical designation while meeting nearly all of the proposed projects' needs in terms of parking space and square footage.

Demolishing the Barry Building will undoubtedly set a precedent for future developments in this city by indirectly suggesting a building's Historic-Cultural Monument designation holds no weight against a developers' demands. If the demolition is approved, I can only wonder how long it will be until the city approves a demolition of the Hollywood Bowl, the Los Angeles Times building, Union Station, the Avila Adobe, the Pellissier Building, Unites Artists Theatre -- and so on and so forth.

Los Angeles strives to be a world-class city -- yet how can we truly be held in the same regards as New York City, San Francisco, Boston, Washington DC or our international counterparts when we cannot even seem to take an active interest in preserving the architectural history that helped to put Los Angeles on the cultural map?

Thank you for your time and consideration. I hope that my words, and the words of other residents concerned with preserving Los Angeles' history, do not fall on deaf ears.

Response to Comment No. 67-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 68

Chris Nichols

Comment No. 68-1

Please do not allow the demolition of the historic Barry building at 11973 San Vicente Boulevard for the proposed Green Hollow Square project. The City of Los Angeles designated this site a Historic Cultural Monument in 2007. Allowing demolition of a designated site opens up every landmark for real estate developers. There is an alternative proposed by the owners that would preserve the historic building, landscaping features and the median with the coral trees. Please ask for further exploration of the so-called "Alternative 4" and continue to push for retention of this landmark.

Response to Comment No. 68-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 69

Jennifer Cairns

Comment No. 69-1

It was brought to my attention today that Mr. Charles R. Munger, owner of The Barry Building, wishes to raze the property in order to erect a newer project on the site. As a resident of Brentwood and someone who finds great value in our architectural history, I urge you not to allow this action to take place. Please note my support of the preservation alternative listed in the draft EIR, Alternative 4. Working with current materials and new technologies while ensuring the existing structure may stand for future generations of historians, citizens and visitors to Los Angeles would be not only environmentally sound, it would encourage current generations to take a more active and involved stance in these matters.

I ask as well that you do not alter the median nor the coral trees along San Vicente Boulevard (HCM #148).

Response to Comment No. 69-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 70

Jack and Sandra Fine
11923 Saltair Terrace
Los Angeles, CA 90049

Comment No. 70-1

Dear Mr. Hadar: We are long-term residents and property owners on Saltair Terrace, immediately behind the "Barry Building", site of the proposed Munger project. We live at 11923 Saltair Terrace. We wish to comment only briefly on the Draft EIR which is currently under review, as we totally agree with the comments made on our behalf by the Brentwood Homeowners Association.

Response to Comment No. 70-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 70-2

We believe the EIR as currently drafted is intentionally misleading and erroneous in at least 2 respects. 1.) It's traffic study totally ignores the major adverse impact the proposed project will have on the intersection of Saltair Avenue and San Vicente. That is the intersection we use to drive to and from home each day, often many times a day. Not just us, but all of our neighbors on our cul de sac and all of our neighbors up and down Saltair Avenue from Sunset to San Vicente, and on all of the other cul de sacs off of Saltair Avenue and Westgate and Oceano. (To say nothing of the hundreds of additional cars that use Saltair Avenue as a throughway from above Sunset to get down to San Vicente. Without a proper study which will reveal the full gridlock impact this project will have on our daily lives and those of hundreds or thousands of others, the EIR is incomplete and inadequate.

Response to Comment No. 70-2

See Response to Comment 4-15 regarding potential project impacts to the intersection of Saltair Avenue and San Vicente Boulevard.

Comment No. 70-3

2) The Barry building itself has been designated as one of the few Cultural Heritage monuments of this City. The EIR barely makes passing mention of the possibility of preserving it. That possibility, which is the owner's primary duty under the law, is suggested as a mere possible "Alternative" to the developer's proposal, as an add-on, without sufficient details as to enable it to be even fairly considered. It is listed as the 4th alternative, of equal worth as the 1st alternative of "Do nothing". This is a reprehensible

abdication of the owner's responsibility. A cartoon of a drawing, showing the Barry Building remaining, surrounded by the rest of the unchanged project overwhelming it, and with no architectural detail or esthetic design consideration to its incorporation, is inadequate.

Response to Comment No. 70-3

The comment provides the commenter's opinion that the Barry Building should be preserved and included as part of the proposed project. As such, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, for an additional rendering and information regarding Alternative 4 (preservation alternative), see Response to Comment 8-1.

Comment No. 70-4

We share the concerns of others who have commented on the total lack of specificity regarding Staging of construction, preservation of the privacy and way of life of residents on the adjacent Saltair Terrace, the lack of commitment by the developer to permanent easements to prohibit access to the project both from the developer's property on Saltair Terrace and from the developer's two properties on Saltair Avenue and his commitment not to utilize Saltair Terrace during the course of construction.

In short, we believe that the current EIR is both legally and factually inadequate and unacceptable.

Response to Comment No. 70-4

See Responses to Comments 4-19 through 4-21 regarding potential impacts during project construction. Also, additional project construction analysis (including construction phasing, hauling, etc.) has been added to Section III, Additions and Corrections, of this Final EIR under "Project Description."

LETTER NO. 71

R. Michael Rich
10729 Chalon Rd.
Los Angeles, CA 90077

Comment No. 71-1

Please find enclosed for your consideration my letter pleading to save the Barry Building.

I hope that this will be considered an "on time" submission for the purpose for the DEIR.

Response to Comment No. 71-1

The comment provides general introductory information, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 71-2

I am writing concerning the Barry Building, a designated Los Angeles Cultural and Historic Monument, and the only building personally advocated for by noted architectural photographer Julius Shulman. I am urging that the development pursue Alternative No. 4, the preservation alternative.

The loss of a Los Angeles designated HCM would be serious- we have not lost a designated HCM since the 1986 demolition of the Philharmonic Auditorium (the site remains a parking lot to this day). The 1951 Barry Building by Milton Caughey is rare treasure: a perfectly intact, mid-century garden building that is illustrated in known photographs from the period.

Historic resources are difficult to value, but in an era of growing globalization, the mid-century heritage of Los Angeles is a significant draw for both residency and tourism. Los Angeles, as a city, is not defined by the pueblo from the 1800s. Rather, its most notable monuments date from the mid-century. These include the LA City Hall, the Griffith Observatory, Hall of Justice (1930s) and significantly from the period of the Barry Building, Dodger Stadium, the LA Airport theme building, Port of Los Angeles, etc. and of course, thousands of mid-Century homes, many of which are landmarked. The mid century *represents the critical defining phase of Los Angeles, when its present form took shape*. The freeway system, Disneyland, etc. all are mid-Century construction. We cannot save every mid-century structure, but we should try to save the best, especially when a viable economic model is available for preservation.

Response to Comment No. 71-2

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as in the Historic Resource Report prepared by Galvin Preservation Associates

(included as Appendix E of the Draft EIR). As discussed therein, the Barry Building is designated Los Angeles Historic-Cultural Monument #887. Nevertheless, the commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 71-3

In the case of the Barry Building, the argument is strong- a significant architect, intact building, and much love from the community. My wife loved to shop at Dutton's bookstore, which occupied the building, and part of the attraction was patronizing such a nice place. The proposed replacement structure has the same square footage and shape-why not retain the original? Surely the significance of the building might sell the retail activities taking place within-or it could be delightful office space. When we view the vast sweep of Los Angeles commercial landscape, there is for the most part, very little to admire. Our city is plagued by block after block strip centers and other ugliness- that is the norm, I am sad to say. We do have our landmarks, but we need more. We need to preserve the best mid-century structures that are not instantly recognizable, like the Theme Building, yet still are well maintained mid-century examples. The Barry building, with its extraordinary courtyard and dramatic exterior, is just the kind of building that we need to preserve; it supports our city's mid-century heritage and contributes a rare example to our Westside.

I beg you to save this building, part of my cultural heritage.

Response to Comment No. 71-3

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that the Barry Building should be incorporated into the proposed project. As such, the commenter's opinions are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 72

Diane Caughey, Ph.D
19757 Inspiration Trail.
Topanga, CA 90290

Comment No. 72-1

Following are my comments in response to the DEIR for the Brentwood Green Hollow Square Project.

The Historic Barry Building which is considered to be demolished in the proposed development of the Brentwood Green Hollow Square project is today a viable, healthy retail and office complex. It has been aesthetically upgraded recently and leased to small boutique type shops. The offices on the second floor are primarily occupied by long term tenants who love the building. The courtyard gives an oasis to lunch people, nearby office workers and passersby. The building is in good shape at present. Certain required upgrades could be achieved without compromising the integrity of the Mid Century Modern architecture for which it has been given historic monument status. I am submitting the attached photographs taken a few weeks ago on April 6th, 21011 by Ty Miller which show the beautiful and viable condition of the Barry Building today. Please do not allow the Barry Building to be destroyed.

Response to Comment No. 72-1

The comment is the same as Comment 72-1. Therefore, see Response to Comment 72-1. Further, the photographs attached to the comment are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 73

Diane Caughey, Ph.D
19757 Inspiration Trail.
Topanga, CA 90290

Comment No. 73-1

Following are my comments in response to the DEIR for the Brentwood Green Hollow Square Project.

The Historic Barry Building which is considered to be demolished in the proposed development of the Brentwood Green Hollow Square project is today a viable, healthy retail and office complex. It has been aesthetically upgraded recently and leased to small boutique type shops. The offices on the second floor are primarily occupied by long term tenants who love the building. The courtyard gives an oasis to lunch people, nearby office workers and passersby. The building is in good shape at present. Certain required upgrades could be achieved without compromising the integrity of the Mid Century Modern architecture for which it has been given historic monument status. I am submitting the attached photographs taken a few weeks ago on April 6th, 21011 by Ty Miller which show the beautiful and viable condition of the Barry Building today. Please do not allow the Barry Building to be destroyed.

Response to Comment No. 73-1

The comment is the same as Comment 72-1. Therefore, see Response to Comment 72-1. Further, the photographs attached to the comment are acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 74

Diane Caughey, Ph.D
19757 Inspiration Trail.
Topanga, CA 90290

Comment No. 74-1

Here are additional photos of the Barry Building in its current condition, taken April 6th by Ty Miller.

Response to Comment No. 74-1

The commenter has provided additional photographs of the Barry Building, which are attached to this comment. The photographs are included as part of the Final EIR and as such, will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 75

Diane Caughey, Ph.D
19757 Inspiration Trail.
Topanga, CA 90290

Comment No. 75-1

Here are additional photos of the Barry Building in its current condition, taken April 6th by Ty Miller. Please include all these photos in the record.

Response to Comment No. 75-1

The commenter has provided additional photographs of the Barry Building, which are attached to this comment. The photographs are included as part of the Final EIR and as such, will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 76

Deborah Bremmer
11999 San Vicente Blvd.
Los Angeles, CA 90049

Comment No. 76-1

I am a local Brentwood resident, business owner and constituent, and I am writing to express my concerns about the demolition of one of Brentwood's few commercial Historic-Cultural Monuments, the BARRY BUILDING on San Vicente Blvd. The property's owner, Charles T. Munger, seeks to raze the Barry Building to make way for the Green Hollow Square project, formerly called Brentwood Town Green. It is my belief that retaining the architecturally significant Barry Building should be a priority for the City.

Response to Comment No. 76-1

The comment provides the commenter's opinion of opposition to the demolition of the Barry Building. As such, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 76-2

Please take note of the following facts: • The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. Every effort should be taken to avoid the demolition of this designated landmark.

Response to Comment No. 76-2

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 76-3

With its numerous retail spaces and large central courtyard, the Barry Building can be adapted to fit the needs of the Green Hollow Square project.

Response to Comment No. 76-3

The comment is the same as Comment 17-3. Therefore, see Response to Comment 17-3.

Comment No. 76-4

The Barry Building can be sensitively upgraded for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 76-4

The comment is the same as Comment 17-4. Therefore, see Response to Comment 17-4.

Comment No. 76-5

Alternative 4, the preservation alternative, should be the preferred project as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 76-5

The comment is the same as Comment 17-5. Therefore, see Response to Comment 17-5.

Comment No. 76-6

Demolition of the Barry Building, a city landmark, calls into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 76-6

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 76-7

As a designated "Green REALTOR" and a passionate architectural enthusiast, it is my belief that the landmarked Barry Building, which is a recognized historic resource, must be reused as part of the Green Hollow Square project.

I intend to encourage all my fellow REALTORS, and all Brentwood residents who share my passion for our architectural heritage, to band together to stop this demolition, and to preserve the Barry Building for posterity.

Response to Comment No. 76-7

The comment provides the commenter's opinion that the Barry Building should be incorporated into the project. Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development. Nevertheless, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 77

Stacia Thompson
1515 Umeo Road
Pacific Palisades, CA 90272

Comment No. 77-1

As a concerned resident of the Brentwood area and a CD11 constituent, I am writing to urge the preservation of the Barry Building on San Vicente. I grew up in Pacific Palisades and went to Carlthorpe School on San Vicente, and the Barry Building has been a personal, treasured landmark for me my whole life -- one which I drive by every day and appreciate. More importantly, it is an appropriately designated landmark (Historic-Cultural Monument #887), which has been designated worthy of protection for the entire community. And yet I recently learned that it is being threatened with destruction!

This is crazy. It's bad for San Vicente. It's bad for Brentwood. It sets a terrible precedent for Historic-Cultural Monuments throughout LA. Styles may change (and like a pendulum they will swing back and forth), but respect for our city's history should not be subject to fads. If something has been designated worthy of preserving, then we should do everything in our power to preserve it. That is why Alternative IV, the preservation alternative of the draft EIR, should be the preferred choice. In addition, it will have the least adverse environmental impacts, the least construction impacts and the least adverse impacts on the community.

Response to Comment No. 77-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 78

Melissa Aquino

Comment No. 78-1

Please consider the fight to preserve the historical Barry Building in Brentwood! This building represents a colorful piece of LA's past – one that's dying out among the modern, pre-fab facades popping up all over town. Please consider the following points:

Response to Comment No. 78-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 78-2

The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. Every effort should be taken to avoid the demolition of this designated landmark.

Response to Comment No. 78-2

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 78-3

With its numerous retail spaces and large central courtyard, the Barry Building can be adapted to fit the needs of the Green Hollow Square project.

Response to Comment No. 78-3

The comment is the same as Comment 17-3. Therefore, see Response to Comment 17-3.

Comment No. 78-4

The Barry Building can be sensitively upgraded for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 78-4

The comment is the same as Comment 17-4. Therefore, see Response to Comment 17-4.

Comment No. 78-5

Alternative 4, the preservation alternative, should be the preferred project as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 78-5

The comment is the same as Comment 17-5. Therefore, see Response to Comment 17-5.

Comment No. 78-6

Alternative 4 can be further developed and refined to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

Response to Comment No. 78-6

See Response to Comment 8-1 regarding the integration of the Barry Building into Alternative 4.

Comment No. 78-7

Demolition of the Barry Building, a city landmark, would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 78-7

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 78-8

The proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided. This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Response to Comment No. 78-8

The comment is the same as Comment 25-8. Therefore, see Response to Comment 25-8.

LETTER NO. 79

Wes Joe
932 Maltman Ave.
Los Angeles, CA 90026

Comment No. 79-1

I'm writing with respect to the possible demolition of the Barry Building, HCM #887. I've lived in Los Angeles almost all my life and have witnessed the destruction of buildings like the Richfield offices and the Dodge House. Buildings that created significant places and possessed characteristics that embodied their respective eras. The Barry Building is another such structure.

Apparently the Barry is faulted for it's lack of energy efficiency. Using this to excuse demolition would follow fool's logic. The building can be upgraded to be more energy efficient. And in it's own right it is a valuable resource. Brentwood is a major center of the creative economy, where history, imagination, and associations are melded into intellectual capital. So the retention of the building becomes not just an aesthetic decision, but one with economic ramifications.

There is an alternative on the table. Please support the Preservation Alternative and support the retention of the Barry Building as part of this project.

Response to Comment No. 79-1

The comment provides the commenter's opinion that the Barry Building should be preserved and incorporated into the project. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration. Further, see Response to Comment 17-4 regarding the potential to upgrade the Barry Building for greater energy efficiency.

In addition, the lack of energy efficiency of the Barry Building is only one of the reasons Alternative 4 does not meet the project objectives. According to the Concord Report submitted as part of Comment Letter 62, a project that includes the Barry Building would be inferior to the proposed project in key competitive areas, including marketing visibility, quality of space, street presence, and shopping experience. Nevertheless, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 80

Gil Kofman
11922 Saltair Terrace
Los Angeles, CA 90049

Comment No. 80-1

My name is Gil Kofman. I am a resident of 11922 Saltair Terrace; our home is located right behind the proposed Green Hollow Square Project. I am writing this letter in response to the DEIR. The following are items that were not addressed within the report despite having been specifically raised in numerous community scoping letters:

Response to Comment No. 80-1

The comment states that the following comments were not addressed in the Draft EIR despite having been specifically raised in numerous communities scoping letters. The specific comments are addressed in Response to Comments 80-2 through 80-12, below. As such, the comment is acknowledged for the record and will be forwarded to the decision-makers for their review and consideration.

Comment No. 80-2**CONSTRUCTION:**

The DEIR does not make it clear how the project is to be staged without causing major disruption and disturbance to the community at large, and specifically Saltair Terrace. It needs to be stated that neither Saltair Avenue nor Saltair Terrace, the abutting street cul de sac, will be annexed and used as a staging site for construction related vehicles, equipment, materials, etc.

This issue is of particular concern to Saltair Terrace residents, as Mr. Munger has already purchased the house at the end of the Saltair Terrace cul de sac which abuts the proposed development's parking lot. Using this property as a construction staging site would irreparably destroy the street's quality of life, affect property values, and violate zoning laws. So far no such assurances have been made as to the fate of this property.

Mr. Munger had originally claimed the lot would be used to house his grandson, but the house has since been torn down, and we are now told that idea has been discarded. The lot has been unoccupied and lain fallow for 4 years so it is reasonable to harbor suspicions that it could be used in some way for the development of the adjacent mall and parking lot.

Response to Comment No. 80-2

Construction impacts of the proposed project are addressed in Responses to Comments 4-19, 4-20, and 4-21. The other property referenced in the comment is not part of the proposed project and no further

response to this comment is necessary. However, the commenter's opinion concerning the other property will be forwarded to the decision-makers for their review and consideration.

Comment No. 80-3

Of equal concern is whether San Vicente Boulevard will be at times either partially or wholly obstructed to accommodate construction which would greatly impact traffic and detrimentally impact the quality of life in the community. As traffic is dense and often at a standstill each weekday from 8-9.30 am and from 3-5.30 pm, the impact of using San Vicente Boulevard for any staging of the construction is simply not something the community and its traffic patterns could support.

Response to Comment No. 80-3

Construction impacts of the proposed project are addressed in Responses to Comments 4-19, 4-20, and 4-21. Also, additional project construction analysis (including construction phasing, hauling, etc.) has been added to Section III, Additions and Corrections, of this Final EIR under "Project Description."

Comment No. 80-4

Additionally the report does not address how it will handle the hauling of dust and dirt from such a large project. And how construction noise levels will be strictly regulated.

Response to Comment No. 80-4

The comment states that the Draft EIR does not address the hauling of dust and dirt or how construction noise levels will be regulated. The proposed haul route is addressed in Responses to Comments 4-19, 4-20, and 4-21. Also, additional project construction analysis (including construction phasing, hauling, etc.) has been added to Section III, Additions and Corrections, of this Final EIR under "Project Description."

The project would be required to comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, which governs fugitive dust. Rule 403 reduces fugitive dust through a variety of activities including frequent watering down, covering stockpiles, limiting vehicle speeds onsite, and suspending grading when winds exceed a certain speed. The full list is provided on page C-22 in the Draft EIR. Section IV.C of the Draft EIR discusses construction and operation-related air quality impacts, including dust and concludes that the dust control measures are appropriate and impacts would be less than significant.

As described on pages IV.I-10 to IV.I-14 of the Draft EIR, noise is regulated by State standards with Community Noise Exposure levels for various land uses. The City of Los Angeles has a noise ordinance as well as General Plan Noise Element which provides specific thresholds of allowable noise. Enforcement of these regulations is done by the City of Los Angeles Department of Building and Safety.

Section IV.I. of the Draft EIR (pages IV.I-18 through IV.I-23) discusses construction noise impacts. Mitigation Measures I-1 to I-11 are provided to reduce construction-related noise and vibration. Nevertheless, because construction noise levels are likely to exceed existing ambient noise levels by more

than 5 dBA for more than 10 days in a three-month period and by more than 10 dBA for more than one day at the identified noise-sensitive receptors, construction noise impacts would be significant and unavoidable.

Comment No. 80-5

HISTORIC DESIGNATION –

The Coral Trees and San Vicente Blvd. are protected as historical monuments (trees) and a scenic corridor (SV). This designation needs to be defended, respected and upheld. The SV and Coral trees contribute immeasurably to the aesthetic beauty and quality of life in Brentwood. The DEIR suggests the possible cutting into the existing median to mitigate traffic concerns. This is not a tenable option as it would violate the integrity of the trees and the corridor.

The cutting into the medians has been suggested in the DEIR, but the developer states that doing so would not mitigate traffic significantly. As such, it is obvious that with or without median cuts, traffic will come to a standstill. The obvious conclusion is that the Project itself is simply not compatible with the site -- and any efforts to improve the dramatic increase in traffic will violate the historical designation of the Coral Trees and the median. They need to decrease the project size in order to decrease the traffic impact to something which can be handled by the existing infrastructure.

Response to Comment No. 80-5

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including coral trees). As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 80-6

TRAFFIC IMPACT:

The DEIR did not adequately represent the traffic impact. The most egregious traffic impact would be the increase to the volume of traffic on San Vicente, which no median or traffic light can mitigate to a successful degree. This increase is one the community can simply not tolerate as there are several hours daily which already suffer from impassable gridlock.

Increasing traffic volume to any extent on San Vicente is simply untenable. This does not mean the site cannot be developed. It means the site needs to be developed in proportion to what the existing infrastructure of the community can sustain -- ie.: a structure whose dimensions are commensurate to that which the corridor has traditionally been able to support -- ie., a structure with dimensions comparable to the Barry building. Anything larger is, unfortunately, not feasible. One cannot make the current infrastructure corridor absorb an untenable and unsupportable retail structure that it's current traffic patterns can simply not absorb.

Response to Comment No. 80-6

Impacts with respect to traffic on San Vicente Boulevard were analyzed in the traffic impact analysis (included as Appendix K to the Draft EIR) and in Section IV.L, Traffic, Transportation, and Parking, of the Draft EIR. The comment does not state a specific concern with respect to traffic on San Vicente Boulevard. However, this comment is acknowledged for the record and will be forwarded to the decision-makers for their consideration.

Comment No. 80-7

Additionally, the project would necessitate an increase of traffic on Saltair Avenue -- which would, necessarily become a through street (along with Bundy) to Sunset. Turning Saltair Avenue into a more frequented thoroughway would not only severely and detrimentally impact the quality of life of the houses along the street, but as the street has NO SIDEWALKS and is used as a pedestrian walkway, it would make all the people who enjoy the benefits of walking near a commercial district, now have to navigate a much more dangerous roadway. Also to consider, is the preschool on Saltair, and the danger this added traffic would cause.

Response to Comment No. 80-7

The comment is addressed previously in Responses to Comments 4-9, 4-10, and 4-63. As such, no further responses to this comment are necessary.

Comment No. 80-8

Furthermore, the development proposes to add several new driveways on SanVicente, (for the entrance and egress of cars to the mall) which would make walking more hazardous for all the elderly, cyclists, children, strollers, joggers and pedestrians who frequent the corridor.

Response to Comment No. 80-8

The comment is addressed previously in Responses to Comments 4-12, 4-13, and 4-65. As such, no further responses to this comment are necessary.

Comment No. 80-9

Moreover, the traffic would not be indigenous to the community but would draw shoppers from all over.

Response to Comment No. 80-9

The comment is addressed previously in Response to Comment 4-8. As such, no further responses to this comment are necessary.

Comment No. 80-10

BLANKET CUB:

Regarding the request for the issuing of a blanket CUB, issues of "saturation" have already been raised in previous applications. It is mandatory that permits not be issued outside the normal public process of public hearing and the chance for the community to hear the particulars of each business -- operating hours, type of restaurant, number of seats, and submit conditions to mitigate the likely impacts of noise, parking, traffic, light, etc. on the nearby residents.

Response to Comment No. 80-10

The Department of City Planning has an established "Master Conditional Use Permit" process which enables the consideration of multiple permits for alcohol sales for individual operators within a multi-tenant development. This process allows applicants to file for a Master CUB when tenant-operators of individual alcohol establishments within a development project are not known and, thus, the establishment details are not known. In such cases, a determination granting approval of such request must include a requirement for Plan Approval for the individual tenant spaces, pursuant to LAMC Section 12.24-M. Through both the Master CUB and Plan Approval processes, the Department of City Planning may impose any conditions necessary to assure that the individual establishments operate in a manner consistent with the required findings and adopted environmental analysis.

Comment No. 80-11

BARRY BUILDING - HISTORIC LANDMARK: The developer needed to in good faith come up with a proposal which would respect the well deserved, hard earned historical designation of the Barry Building. The proposal contained in the DEIR is not one which realistically presents a working alternative as the adjacent properties are not proportioned to aesthetically balance and complement the existing historically designated landmark structure.

A realistic and cogently viable alternative that preserves and complements the historic Barry building needs to be put forward and entertained. The current proposal contained in the DEIR seems to have been purposively designed to read as unsightly and unappealing --it is disingenuous and therefore should not be regarded as a tenable option.

Response to Comment No. 80-11

The comment states the commenter's opinion that the developer needs to come up with a proposal that will respect the historical designation of the Barry Building. The developer looked at two options: preservation offsite or onsite.

The offsite preservation alternative was rejected as infeasible in the Draft EIR. This is due to the land acquisition costs, as well as movement cost, of the Barry Building. Further, Appendix L of the Draft EIR

contains a letter from the Los Angeles Department of Recreation and Parks declined the offer to accept the Barry Building in one of its parks.

The onsite preservation alternative, Alternative 4, may not fully achieve project objective 1, which seeks architectural integration. Also, Alternative 4 may affect the ability to be competitive and achieve the economic goals under project objective 4. The applicant's consultant, Concord Group, prepared a study which concludes that the Barry Building would be inferior to the proposed project in key competitive areas, including marketing visibility, quality of space, street presence, and shopping experience. The projected total retail gross and average rent per square feet of a preservation alternative was much lower than an all-new development. Nevertheless, additional information regarding Alternative 4 has been included in Response to Comment 8-1.

Comment No. 80-12

PRIVATE COVENANT:

Mr. Munger has promised the following items at numerous meetings but none were mentioned in the DEIR –

- 1 - that the development will harbor not more than a maximum number of (3) restaurants
- 2 - the construction and maintenance of landscape buffer in perpetuity, over-code parking not to be used for code-required parking of off-site developments
- 3 - tenant leases to require on-site employee/tenant parking.

Response to Comment No. 80-12

The comment provides supposed developer promises. Any promises made by the developer to the community have occurred outside the confines of the CEQA process. As such, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 80-13

Often veiled threats are issued that if Green Hollow Square Project is not developed by Munger, others will come and develop more antagonistically – so best to accept the devil you know than the one you don't. But this is a specious argument. If we successfully and rightfully demonstrate that the community cannot sustain a project of this scale, it will set a precedent for future developers who will necessarily design projects compatible with what the current retail corridor can support. If this mega mall is not approved, it will be hard for a commensurate project to gain any traction. What's more, as the existing site for the structure is owned by three separate parties, and as Mr. Munger has stated he would not be interested in developing something smaller, there is a strong likelihood the parcels would be sold independently and so any future developments would conform to current design dimensions originally in accord with the community.

Response to Comment No. 80-13

The comment states that the applicant has hinted that if the proposed project is not approved, than a potentially worse project may be developed. The commenter notes his disagreement with this statement. However, this comment does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 81

Gary Long

Comment No. 81-1

The 1951 Barry Building in Brentwood remains targeted for demolition, despite its designation as a Los Angeles Historic-Cultural Monument (HCM). Demolishing this building would be unnecessary, misguided, and detrimental to the City’s program of local landmarks.

I am a local resident (11900 Sunset) and constituent. Retaining the architecturally significant Barry Building—and preventing the demolition of one of Brentwood’s few commercial Historic- Cultural Monuments—should be a priority for the City.

Response to Comment No. 81-1

The comment provides the commenter’s opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 82

Sara Stiffler

Comment No. 82-1

As you know the Barry Building has been designated a Historic-Cultural Monument (#887). I feel it is important to uphold the significance of the Historic-Cultural Monument designation by protecting those structures which have been deemed architecturally significant. By granting permission to demolish or significantly alter any HCM building, you are degrading the importance of this designation and could open the door for future demolition requests. If the city's HCM status doesn't protect our historic buildings, what will? I support the efforts of the LA Conservancy and concerned local citizens in protecting this building and others like it. I also agree with the statements made by the LA Conservancy which I have included below.

Protecting architecturally significant structures like the Barry Building—and preventing the demolition of one of Brentwood's few commercial Historic-Cultural Monuments—should be a priority for the City.

Response to Comment No. 82-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. The history and significance of the Barry Building is acknowledged in Section IV.E. of the Draft EIR, as well as the Historic Resource Report prepared by Galvin Preservation Associates (which is included as Appendix E to the Draft EIR). The Barry Building is designated Los Angeles Historic-Cultural Monument #887. The Los Angeles Cultural Heritage Ordinance does not prohibit the demolition of Monuments; however, demolition can be delayed for the time period specified in the Ordinance. The commenter's opinion is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 82-2

The Barry Building is a designated Los Angeles landmark, Historic-Cultural Monument #887. Every effort should be taken to avoid the demolition of this designated landmark. •

Response to Comment No. 82-2

The comment is the same as Comment 17-2. Therefore, see Response to Comment 17-2.

Comment No. 82-3

With its numerous retail spaces and large central courtyard, **the Barry Building can be adapted** to fit the needs of the Green Hollow Square project.

Response to Comment No. 82-3

The comment is the same as Comment 17-3. Therefore, see Response to Comment 17-3.

Comment No. 82-4

The Barry Building can be sensitively upgraded for enhanced energy efficiency to meet the project's sustainability goals.

Response to Comment No. 82-4

The comment is the same as Comment 17-4. Therefore, see Response to Comment 17-4.

Comment No. 82-5

Alternative 4, the preservation alternative, should be the preferred project as it would retain and reuse the Barry Building while meeting many of the project's goals. These include providing the same number of parking spaces and nearly the same amount of square footage as the currently proposed project.

Response to Comment No. 82-5

The comment is the same as Comment 17-5. Therefore, see Response to Comment 17-5.

Comment No. 82-6

Alternative 4 can be further developed and refined to ensure that any new surrounding construction is appropriately designed and integrated with the Barry Building.

Response to Comment No. 82-6

The comment is the same as Comment 78-6. Therefore, see Response to Comment 78-6.

Comment No. 82-7

Demolition of the Barry Building, a city landmark, would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Response to Comment No. 82-7

The comment is the same as Comment 17-6. Therefore, see Response to Comment 17-6.

Comment No. 82-8

The proposed alterations to the median and coral trees (HCM #148), as an optional plan, should be avoided. This sets a precedent and could invite further changes and cumulative impacts to this linear historic landscape monument.

Response to Comment No. 82-8

The comment is the same as Comment 25-8. Therefore, see Response to Comment 25-8.

LETTER NO. 83

Arlene Vidor
1008 Marion Dr.
Glendale, CA 91205

Comment No. 83-1

The Barry Building in Brentwood should absolutely not be demolished. Demolition undermines CEQA, the EIR process and the city's own Landmarks program.

Although I am not a City of Los Angeles resident, I am a Glendale resident and the cultural landmarks of Los Angeles are relevant and significant to the citizens of the greater Los Angeles area. Alternative 4, preserving the building, is the preferred approach with this building and the owner, Charles Munger should pursue this option as part of his larger project.

Again, the demolition of this building would be a very bad and dangerous precedent to set, not only for LA but for the surrounding municipalities. The City of LA must stand tall and enforce its own requirements. This is a designated landmark, a valuable and unique one, and should not be demolished.

Response to Comment No. 83-1

The comment provides the commenter's opinions of general opposition to the demolition of the Barry Building and that Alternative 4 should be the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 84

Daniel Wolff
12 Castle Hts.
Nyack, NY 10960

Comment No. 84-1

I write you all the way from the East Coast because the preservation of historic buildings is a national and international issue.

The Barry Building is a designated historic structure; it can be adapted to the Green Hollow Square Project; demolishing would set a precedent not just locally but nationally.

In our rush towards the future and for maximum profit, we often forget the importance of our history and our historical landmarks. It seems to me there's little to gain and much to lose by giving in to developmental pressure and destroying the Barry Building. I hope you can find a way not to.

Response to Comment No. 84-1

The comment provides the commenter's opinion of general opposition to the demolition of the Barry Building. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

LETTER NO. 85

BAIAMI (email)

Comment No. 85-1

As a politically active resident and constituent, I expect you to make decisions that best enhance, protect and benefit your district. Among these important decisions you must make, I encourage you to consider supporting the preservation of important cultural monuments including HCM 887.

As I have become aware, many such cultural monuments, whether specifically designated by the city council as above or not, have fallen to the wrecking crew.

From time to time, I face deep sorrow for losses to Los Angeles's identity including the likes of the Ambassador Hotel.

As I am sure you know, money talks in this city and all a developer has to do is say "here is a check," and the developer gets their way.

Please (re)consider your position regarding any and all applications to destroy architecturally and/or culturally significant structures and landmarks including, but not limited to the historic Barry Building.

If people can get together to discuss how to adapt the Barry Building to determine how it could serve both the developer and the public would be best. Destruction should be a last resort and should not otherwise be the first consideration on the table.

When rendering your final decision, please take the following points into consideration:

Response to Comment No. 85-1

The comment provides the commenter's opinion of opposition to the demolition of the Barry Building. As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 85-2

* the Barry Building could be adapted to suits the developer's plan.

Response to Comment No. 85-2

The comment provides the commenter's opinion that the Barry Building can be adapted to suit the applicant's plan. Alternative 4 analyzes the preservation of the Barry Building. In this alternative, the Barry Building is rehabilitated and incorporated into a larger retail and commercial development.

Comment No. 85-3

* mindful upgrading could be employed to retain the building's integrity.

Response to Comment No. 85-3

The comment states that the building can be upgraded to retain the building's integrity. The letter provided by Galvin Preservation Associates (included as Appendix M to the Draft EIR) provides information about which upgrades can be made to the Barry Building without affecting the character defining features, and therefore the integrity, of the Barry Building.

Comment No. 85-4

* Alternative four is best because it retains the building's cultural and historical significance without denying the developer's green plans for the site.

Response to Comment No. 85-4

The comment provides the commenter's preference for Alternative 4 as the preferred project. As such, this comment is noted for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 85-5

* unless option four is used, the repeated granting applications for the destruction of historic and culturally important structures will eventually lead to the complete destruction and deprivation of Los Angeles's "soul."

Response to Comment No. 85-5

The comment states the commenter's opinion that the repeated destruction of historic and culturally important structures will lead to deprivation of Los Angeles' soul, but does not state a specific concern or question regarding the adequacy of the analysis of environmental impacts contained in the Draft EIR. Nevertheless, this comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Comment No. 85-6

* it is unacceptable to even have the median coral trees on the table with this project or any other project. A "do not cross" line needs to be drawn when it comes to living monuments (HCM 148) and I will remember if any of them are (re)moved, harmed, cut down etc. as I do not forgive those who show apathy or indifference when it comes to such things

Response to Comment No. 85-6

The comment provides the commenter's opinion of general opposition to the alteration of the San Vicente Boulevard median (including the coral trees). As such, the commenter's opinion is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

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III. ADDITIONS AND CORRECTIONS

The following corrections and additions are set forth to update the Green Hollow Square Draft Environmental Impact Report (Draft EIR) in response to the comments received during and after the public review period. Changes to the Draft EIR are listed by chapter and page number.

I. INTRODUCTION

The following paragraph is added to page I-15 above “Operational Impacts”:

Construction Impacts

Optional Project Design Feature

On-site emissions generated by the redesigned median would not exceed the established SCAQMD localized thresholds for NO_x (in the form of NO₂), CO, PM₁₀, or PM_{2.5} at a receptor distance of 82 feet. Thus, the on-site construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 82 feet. Therefore, the localized air quality impacts resulting from construction emissions associated with the median redesign would be less than significant. Further, peak construction-related daily emissions associated with the median redesign would not exceed the SCAQMD significance thresholds for any of the criteria pollutants. Thus, regional air quality impacts related to construction emissions would be less than significant.

The following paragraph is added to page I-43 above “Operational Noise”:

Construction Noise/Vibration

Optional Project Design Feature

The Brentwood Presbyterian Church would experience an increase in ambient noise levels of more than 5 dBA (generated periodically during a peak construction day) during construction of the redesigned median. Thus, construction-related noise levels associated with development of the redesigned median would be significant, which is the same impact that has been identified for construction of the proposed project. Further, project construction would not result in any significant impacts related to groundborne vibration. Therefore, development of the redesigned median would not result in any significant impacts related to groundborne vibration.

The following paragraph is added to page I-58 above “Parking Requirements”:

The evaluation of potential “construction” impacts of the proposed project, including demolition, excavation, and construction activities, indicates that no significant construction-related traffic impacts are anticipated to occur during any of the project construction phases, either during the typical AM and

PM peak hours, or during the off-peak (9:00 AM to 4:00 PM) hours. The proposed haul route would minimize impacts to the area surface street network by providing the most direct route between the I-405 Freeway and the project site. Further, no significant construction-related impacts to any segment of the area freeways are expected. Construction-related vehicles would not be allowed to stage on any of the local/residential streets, and construction worker vehicles would park on-site as possible, or in a remote off-site parking area, with workers shuttled to the site to minimize traffic and parking impacts in the area. The project would be required to prepare a detailed worksite construction traffic control plan for review and approval by the City. This plan would identify any potential lane closures or other items affecting roadway operations in the project vicinity, to minimize disruption to normal traffic flows resulting from the construction activities.

II. PROJECT DESCRIPTION

The following paragraphs are added to the bottom of page II-10:

Haul Route

The destination for most of the material removed from the project site is anticipated to be the Sunshine Canyon Landfill, in the Sylmar community of the City of Los Angeles. It is expected that the haul vehicles would travel between the local project area and the landfill via the I-405 and I-5 Freeways. In the local project vicinity, it is anticipated that empty haul vehicles would travel to the project site from the I-405 Freeway along Wilshire Boulevard and San Vicente Boulevard (westbound), and then return to the I-405 via Bundy Drive, Montana Avenue, San Vicente Boulevard, and Wilshire Boulevard. Additional information regarding the proposed haul route is added to Section IV.L, Traffic, Transportation, and Parking, below.

Construction Staging

Staging areas are locations where vehicles, typically larger dump trucks used to haul demolition or excavation-related materials, await use at the project construction site. Typically these trucks are radio-called to the site when needed. Staging areas for project construction and haul vehicles, as well as the final haul route itself, are subject to a hearing conducted by the Department of Building and Safety, although it is currently anticipated that haul trucks used during the demolition, excavation, and/or construction activities for the proposed project would stage on or adjacent to the nearby Veterans Administration property. The staging area is anticipated to be used primarily before 9:00 AM during the excavation phase of the project's construction activities, as trucks arrive in the project area to queue up to wait for the beginning of hauling activities (which are anticipated to begin at approximately 9:00 AM). Once the haul activities begin, it is expected that the timing of the round trip to and from the Sunshine Canyon Landfill would be scheduled such that trucks would be able to return from the landfill directly to the project site without the need to stage again. It is estimated that a maximum of approximately 25 to 30 haul trucks per day may need to be staged during the mornings throughout the excavation phase.

The following revisions are made to Project Objective #1 on page II-34:

1. Architecture/Design

- Create a development that provides a mix of retail, office and restaurant uses that cater to the Brentwood community, within which buildings are functionally and architecturally integrated with one another and clearly relate to each other in terms of proportion, height, mass, and façade;

III. ENVIRONMENTAL SETTING

No corrections or additions are provided.

IV. ENVIRONMENTAL IMPACT ANALYSIS

A. IMPACTS FOUND LESS THAN SIGNIFICANT

No corrections or additions are provided.

B. AESTHETICS

No corrections or additions are provided.

C. AIR QUALITY

The following information is added to page IV.C-31 underneath Table IV.C-10:

Construction Impacts of Optional Project Design Feature

Regional Construction Emissions:

As described in greater detail on page II-33, the project applicant has proposed for the project to include an optional project design feature that could be implemented to improve traffic flow and accessibility for both the project site and for other nearby businesses. The optional project design features would all involve alterations to the existing raised median island along San Vicente Boulevard in front of the project site. There are six concepts of various median alterations, of which one could be included as an optional design feature. If an optional design feature is implemented, redevelopment of the median would occur approximately late in 2015, after the project is operational (approximately 2014). Redevelopment of the median would require removal of portions of the existing median, ground preparation and grading to accommodate the new median design, and then construction of the redesigned median. These construction activities would generate pollutant emissions, which have been estimated using the CalEEMod model recommended by SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV.C-10A identifies peak

daily emissions associated with the construction activities. These calculations assume appropriate dust control measures would be implemented as part of the median redevelopment, as required by SCAQMD Rule 403—Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas.

As shown on Table IV.C-10A, peak construction-related daily emissions associated with the median redesign would not exceed the SCAQMD significance thresholds for any of the criteria pollutants. Thus, regional air quality impacts related to construction emissions would be less than significant.

Table IV.C-10A
Estimated Peak Daily Construction Emissions Associated with the Median Redesign

Emissions Season	Emissions in Pounds Per Day					
	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Winter	3.15	22.81	18.70	0.03	2.61	1.91
SCAQMD Thresholds	75.0	100.00	550.00	150.00	150.00	55.00
Significant Impact?	NO	NO	NO	NO	NO	NO
Summer	2.14	12.98	10.76	0.02	1.75	1.26
SCAQMD Thresholds	75.0	100.00	550.00	150.00	150.00	55.00
Significant Impact?	NO	NO	NO	NO	NO	NO
^a <i>ROG = reactive organic gas</i> <i>NO_x = nitrogen oxide</i> <i>CO = carbon monoxide</i> <i>SO_x = sulfur oxide</i> ^b <i>PM₁₀ = particulate matter 10</i> <i>PM_{2.5} = particulate matter 2.5</i> ^c						
<i>Source: CAJA Environmental Services, 2011. Calculation sheets are provided in Appendix E to this Final EIR.</i>						

Local Air Quality Impacts:

The peak daily construction emissions associated with the redeveloped median also were compared against SCAQMD’s LSTs to determine whether the emissions would cause or contribute to adverse localized air quality impacts. The nearest off-site receptors to the median redesign location potentially subject to localized air quality impacts associated with construction of the redeveloped median include:

- The four-story office and bank building located northwest of the median redesign location;
- The Chabad Jewish Center of Brentwood fronting Bundy Drive located approximately 700 feet northwest of the median redesign location;
- The Gan Chaya Jewish Early Childhood Center located approximately 500 feet northwest of the median redesign location;

- The Brentwood Science Magnet School playfield located approximately 500 feet southwest of the median redesign location;
- The Brentwood Presbyterian Church located approximately 200 feet south of the median redesign location, across San Vicente Boulevard;
- The single- and multi-story office and commercial buildings located approximately 50 feet south of the median redesign location; and
- The single-story retail uses and CVS Pharmacy located approximately 200 feet northeast of the median redesign location.

The closest receptor distance provided in the SCAQMD’s Mass Rate LST Look-up Tables is 82 feet. Although some of the off-site receptors nearest to the project site identified above are closer than 82 feet, the SCAQMD’s LST methodology states that projects with boundaries located closer than 82 feet (25 meters) from the nearest receptor should use the LSTs for receptors located at 82 feet.

The one-acre sample construction scenario developed by the SCAQMD was used as a template to assess the significance of the construction emissions generated by the redesigned median (refer to Table IV.C-10B).¹ As shown, on-site emissions generated by the redesigned median would not exceed the established SCAQMD localized thresholds for NO_x (in the form of NO₂), CO, PM₁₀, or PM_{2.5} at a receptor distance of 82 feet. Thus, the on-site construction emissions would also not exceed the SCAQMD localized thresholds at receptor distances beyond 82 feet. Therefore, the localized air quality impacts resulting from construction emissions associated with the median redesign would be less than significant.

Table IV.C-10B
Localized Estimated Peak Daily Construction Emissions
Associated with the Median Redesign

<u>Construction Phase</u>	<u>Total On-site Emissions (Pounds per Day)</u>			
	<u>NO_x^a</u>	<u>CO</u>	<u>PM₁₀</u>	<u>PM_{2.5}</u>
<u>SCAQMD Localized Thresholds</u>	<u>103</u>	<u>562</u>	<u>4</u>	<u>3</u>
<u>Demolition</u>	<u>12.02</u>	<u>9.21</u>	<u>0.84</u>	<u>0.84</u>
<u>Significant Impact?</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
<u>Site Preparation</u>	<u>10.70</u>	<u>8.62</u>	<u>0.78</u>	<u>0.65</u>
<u>Significant Impact?</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
<u>Grading</u>	<u>12.02</u>	<u>9.21</u>	<u>1.59</u>	<u>1.25</u>
<u>Significant Impact?</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>
<u>Paving</u>	<u>12.88</u>	<u>9.62</u>	<u>1.01</u>	<u>1.01</u>
<u>Significant Impact?</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>

¹ The entire median area is approximately 31,000 square feet. This analysis conservatively assumes that the entire 31,000 square feet would be redeveloped, although in reality a smaller portion would be developed.

**Table IV.C-10B
Localized Estimated Peak Daily Construction Emissions
Associated with the Median Redesign**

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO _x ^a	CO	PM ₁₀	PM _{2.5}
^d ^a <i>The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO₂, and are provided in the mass rate look-up tables in the “Final Localized Significance Threshold Methodology” document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO₂ levels as they are associated with adverse health effects.</i>				
<i>Source: CAJA Environmental Services, February 2011. Calculation sheets are provided in Appendix E to this Final EIR.</i>				

D. GREENHOUSE GAS EMISSIONS

No corrections or additions are provided.

E. CULTURAL RESOURCES

No corrections or additions are provided.

F. GEOLOGY AND SOILS

No corrections or additions are provided.

G. HAZARDS AND HAZARDOUS MATERIALS

No corrections or additions are provided.

H. LAND USE AND PLANNING

No corrections or additions are provided.

I. NOISE

The following information is added to page IV.I-25 above the heading “Operational Noise”:

Construction Impacts of Optional Project Design Feature

Construction Noise:

Construction of the redesigned median would require the use of heavy equipment for the removal of portions of the existing median, site preparation, and development of the redesigned median. These construction activities would require the use of smaller power tools, generators, and other sources of noise. Overall, development of the redesigned median is anticipated to take one month and would occur at the end of 2015.

As discussed previously in the Noise section of the Draft EIR, the U.S. EPA has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that could occur during redevelopment of the median are presented on Table IV.I-11A and on Table IV.I-11B at a distance of 50 feet from the noise source (i.e., reference distance). The noise levels shown on Table IV.I-11B represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown on Table IV.I-11A, construction noise during the heavier initial periods of construction is presented as 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.² These noise levels would diminish notably with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 86 dBA L_{eq} measured at 50 feet from the noise source to the receptor would decline to 80 dBA L_{eq} at 100 feet from the source to the receptor, and fall by another 6 dBA L_{eq} to 74 dBA L_{eq} at 200 feet from the source to the receptor. These noise attenuation rates assume a flat and unobstructed distance between the noise generator and the receptor. Intervening structures would further attenuate the noise.

Table IV.I-11A
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet ^a
<u>Front Loader</u>	<u>73-86</u>
<u>Trucks</u>	<u>82-95</u>
<u>Cranes (moveable)</u>	<u>75-88</u>
<u>Cranes (derrick)</u>	<u>86-89</u>
<u>Vibrator</u>	<u>68-82</u>
<u>Saws</u>	<u>72-82</u>
<u>Pneumatic Impact Equipment</u>	<u>83-88</u>
<u>Jackhammers</u>	<u>81-98</u>
<u>Pumps</u>	<u>68-72</u>
<u>Generators</u>	<u>71-83</u>
<u>Compressors</u>	<u>75-87</u>
<u>Concrete Mixers</u>	<u>75-88</u>
<u>Concrete Pumps</u>	<u>81-85</u>
<u>Back Hoe</u>	<u>73-95</u>
<u>Tractor</u>	<u>77-98</u>
<u>Scraper/Grader</u>	<u>80-93</u>
<u>Paver</u>	<u>85-88</u>

^a Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of

² Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).

Table IV.I-11A
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet ^a
<i>noise emissions as that shown in this table.</i>	
<i>Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971; City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.</i>	

Table IV.I-11B
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	76	70
Site Preparation, Grading	86	80	74
Paving	86	80	74
<i>Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971; City of Los Angeles, L.A. CEQA Thresholds Guide, 2006; CAJA Environmental Services, June 2010.</i>			

The nearest and most notable off-site sensitive receptors to the location of the median include the nearby residential, school, and church uses in the surrounding project site area. Specifically, the nearest off-site noise-sensitive receptors include the following:

- The four-story office and bank building located northwest of the median redesign location;
- The Chabad Jewish Center of Brentwood fronting Bundy Drive located approximately 800 feet northwest of the median redesign location;
- The Gan Chaya Jewish Early Childhood Center located approximately 500 feet northwest of the median redesign location;
- The Brentwood Science Magnet School playfield located approximately 500 feet southwest of the median redesign location; and
- The Brentwood Presbyterian Church located approximately 200 feet southwest of the median redesign location, across San Vicente Boulevard.

Due to the use of construction equipment, construction activities would expose these surrounding off-site sensitive receptors to increased ambient exterior noise levels. As shown on Table IV.I-11B, outdoor noise levels at noise-sensitive receptors 50 feet from the noise source could range from 82 dBA to 80 dBA L_{eq} with the use of noise-attenuating devices. Table IV.I-11C shows the peak construction noise

levels that would occur at the off-site noise-sensitive uses during construction at the median redesign location compared to the existing daytime ambient noise levels at these noise-sensitive uses.

Table IV.I-11C
Exterior Noise at Off-site Sensitive Uses From Median Construction

<u>Off-site Sensitive Land Uses</u>	<u>Direction from Median Redesign Location</u>	<u>Approximate Distance or Receptor to Median Redesign Location (ft.)</u>	<u>Existing Monitored Daytime Ambient Noise Levels (dBA L_{eq})</u>	<u>Estimated Peak Construction Noise Levels (dBA L_{eq})</u>	<u>Peak Noise Level Increase^a</u>
Chabad Jewish Center of Brentwood	Northwest	800	61.0	62.0 ^b	1.0
Gan Chaya Jewish Early Childhood Center	Northwest	500	61.2	65.5 ^b	4.3
Brentwood Science Magnet School playfield	Southwest	500	71.1	66.5 ^b	Lower than ambient noise level
Brentwood Presbyterian Church	Southwest	200	68.6	74.0	5.4

^a It should be noted that the peak noise level increase at the nearby sensitive receptors during project construction represents the highest noise level that would be generated periodically during a peak construction day, and does not represent continuous noise levels occurring throughout the construction day or period.

^b These noise levels do not take into consideration additional noise attenuation due to intervening buildings.

Source: CAJA Environmental Services, June 2011; Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.

As shown on Table IV.I-11C, the peak construction noise level increase experienced by the off-site sensitive receptors would be approximately 74.0 dBA L_{eq} at the nearest single-family residence located approximately 200 feet southwest of the median redesign location.

The increase in noise levels at the off-site locations during construction would be temporary in nature and would only occur periodically, not continuously throughout the construction day. Additionally, although the estimated construction noise levels at each of the off-site locations would be the loudest when construction activities are occurring at an area within the median redesign location that is nearest to the off-site location, the majority of the time noise levels at these off-site locations would be reduced as construction activities conclude or move to another more distant location of the median redesign location. Thus, the highest noise levels that would be experienced by the off-site receptors shown on Table IV.I-11C would only occur for a limited duration during construction of the redesigned median.

Based on criteria set forth in the *L.A. CEQA Thresholds Guide*, construction activities lasting more than 10 days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would normally result in a significant impact. As shown on Table IV.I-11C, the Brentwood Presbyterian Church would experience an increase in ambient noise levels of more than 5 dBA (generated periodically during a peak construction day) during construction of the redesigned median. Thus, construction-related noise levels associated with development of the redesigned median would be significant, which is the same impact that has been identified for construction of the proposed project.

Construction-Related Groundborne Vibration:

The amount of construction-related groundborne vibration associated with development of the optional project design feature in the median would be similar to those listed on Table IV.I-10 on page IV.I-23 and on Table IV.I-11 on page IV.I-24 of the Draft EIR. As shown on those tables and as discussed on those pages, project construction would not result in any significant impacts related to groundborne vibration. Therefore, development of the redesigned median would not result in any significant impacts related to groundborne vibration.

Mitigation Measure I-7 on page IV.I-33 is revised as follows:

- I-7 ~~Barriers such as plywood structures or flexible sound control curtains~~ A ½-inch thick plywood barrier extending eight ten-feet high shall be erected around the project site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

J. POPULATION AND HOUSING

No corrections or additions are provided.

K. PUBLIC SERVICES

No corrections or additions are provided.

L. TRANSPORTATION/TRAFFIC

The following text is added to page IV.L-35, above “Project Roadway Improvements”:

In response to *Sunnyvale West Neighborhood Assn. v City of Sunnyvale City Council* (December 16, 2010), a supplemental analysis of the existing conditions (2010) with the addition of project traffic was prepared. The supplemental worksheets are included in Appendix F to this Final EIR. In this analysis, the impacts of the project are evaluated against current conditions only (without any ambient traffic growth or additional traffic from related projects in the area). As shown in Table IV.L-8A, this scenario would result

in three significant impacts (under this scenario, the significant impact at San Vicente Boulevard and Barrington Avenue would not occur).

**Table IV.L-8A
Critical Movement Analysis Summary Existing (2010) Without and With Project Conditions**

No.	Intersection	Peak Hour	Existing (2010)		Existing (2010) With Project		
			CMA (or Delay) ^a	LOS	CMA (or Delay) ^a	LOS	Impact
1	Sunset and Kenter	AM	0.866	D	0.872	D	0.006
		PM	0.960	E	0.966	E	0.006
2	Sunset and Bundy	AM	0.896	D	0.899	D	0.003
		PM	0.797	C	0.805	D	0.008
3	Sunset and Barrington	AM	0.888	D	0.890	D	0.002
		PM	0.959	E	0.968	E	0.009
4	San Vicente and 26 th Street (City of Santa Monica)	AM	0.782 (44.4) ^b	C (D) ^c	0.786 (44.9) ^b	C (D) ^c	0.004 (0.5) ^b
		PM	0.743 (38.5) ^b	D (D) ^c	0.756 (39.8) ^b	C (D) ^c	0.013 (1.3) ^b
5 (a)	San Vicente and Bundy (west intersection)	AM	0.838	D	0.848	D	0.010
		PM	0.923	E	0.966	E	0.043 ^d
5(b)	San Vicente and Bundy (east intersection)	AM	0.717	C	0.747	C	0.030
		PM	0.803	D	0.924	E	0.121 ^d
6	Montana and Barrington	AM	0.594	A	0.594	A	0.000
		PM	0.794	C	0.794	C	0.000
7	Montana and Bundy	AM	0.686	B	0.697	B	0.011
		PM	0.837	D	0.875	D	0.038 ^d
8	Montana and San Vicente	AM	0.550	A	0.550	A	0.000
		PM	0.906	E	0.998	E	0.092 ^d
9	San Vicente and Barrington	AM	0.681	B	0.684	B	0.003
		PM	0.792	C	0.806	D	0.014
10	Wilshire and Bundy	AM	0.937	E	0.939	E	0.002
		PM	0.995	E	1.002	F	0.007
11	Wilshire and Barrington	AM	0.685	B	0.687	B	0.002
		PM	0.600	A	0.604	B	0.004
12	Wilshire and San Vicente/Federal	AM	0.921	E	0.922	E	0.001
		PM	0.877	D	0.879	D	0.002

^a City of Santa Monica HCM delay-based analysis included for informational purposes.

^b Delay reflects total intersection approach delay in seconds, per HCM methodology.

**Table IV.L-8A
Critical Movement Analysis Summary Existing (2010) Without and With Project Conditions**

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Existing (2010)</u>		<u>Existing (2010) With Project</u>		
			<u>CMA (or Delay)^a</u>	<u>LOS</u>	<u>CMA (or Delay)^a</u>	<u>LOS</u>	<u>Impact</u>
^c LOS based on total intersection approach delay, per HCM methodology.							
^d Indicates significant impact per LADOT or City of Santa Monica traffic impact criteria, as applicable							
Source: Hirsch/Green Transportation, February 17, 2011.							

The following text is added to page IV.L-49, below Table IV.L-12:

Construction Traffic Analysis

In addition to the operational impacts of the proposed project, an assessment of potential traffic impacts during the project’s construction period was also prepared. The construction period for the project consists of three distinct phases: demolition of the existing site uses; excavation, which includes site grading and export hauling of earth or other materials; and construction, which involves the actual physical building on the site. The following analysis addresses potential trip generation and traffic impact assessments for each of these phases.

Haul Route

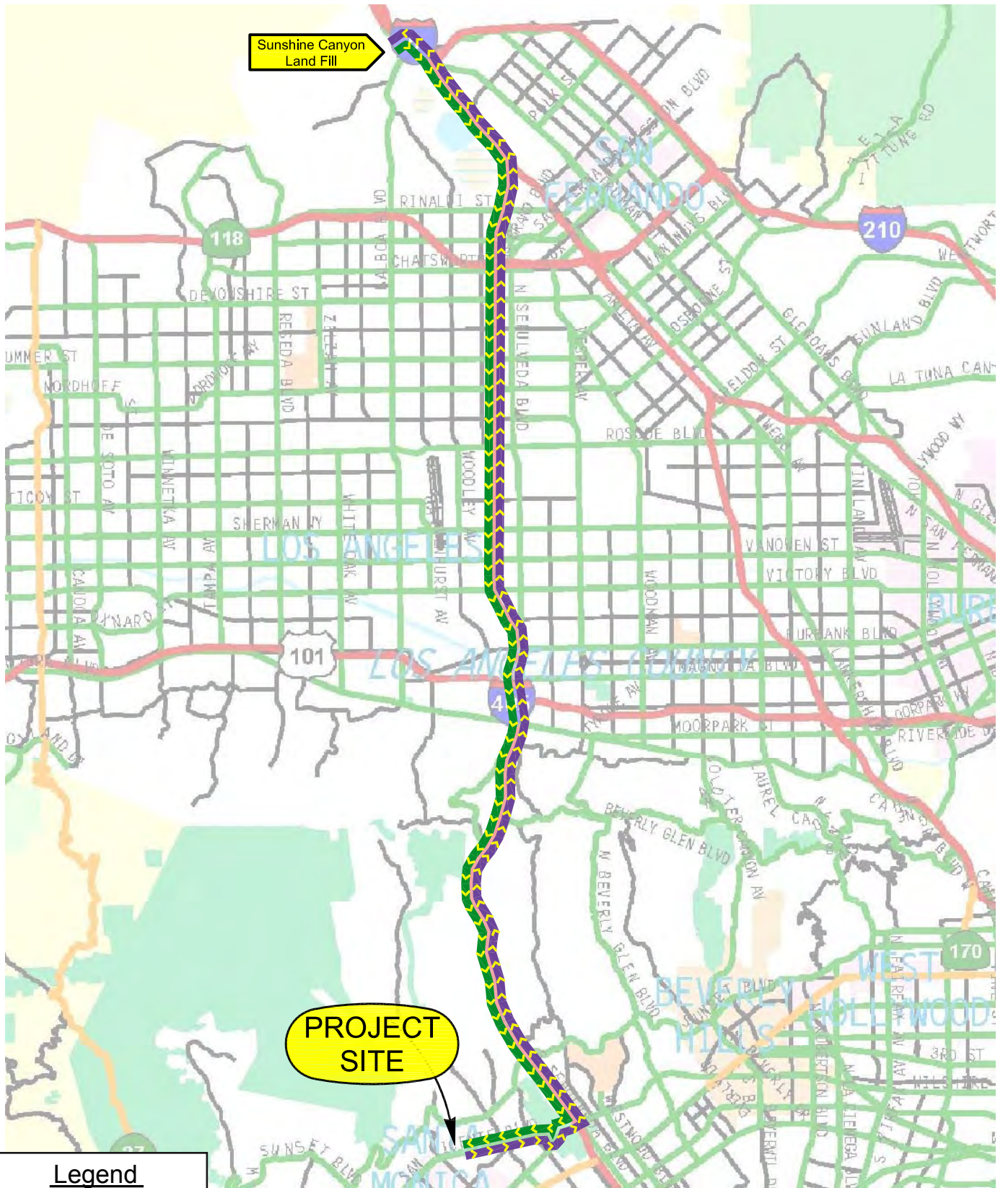
The destination location for most of the material removed from the project site is anticipated to be the Sunshine Canyon Landfill at 14747 San Fernando Road, on the west side of the I-5 (Golden State) Freeway, between the I-210 (Foothill) Freeway and the CA-14 (Antelope Valley) Freeway, in the Sylmar community of the City of Los Angeles. It is expected that the haul vehicles would travel between the local project area and the landfill via the I-405 (San Diego) and I-5 Freeways, as shown in new Figure IV.L-16A.

In the local project vicinity, empty haul vehicles would travel to the project site from the I-405 Freeway along Wilshire Boulevard and San Vicente Boulevard, and then return to the I-405 via Bundy Drive, Montana Avenue, San Vicente Boulevard, and Wilshire Boulevard; the proposed local area haul route is shown in new Figure IV.L-16B. Note that the more circuitous “outbound” haul route from the project site to the I-405 Freeway is the result of the existing raised median island along San Vicente Boulevard adjacent to the project site, which prohibits vehicles exiting the site from accessing eastbound San Vicente Boulevard directly. Additionally, although a median island “cut-through” exists near the project site at Saltair Avenue, haul truck use of this median island break is not recommended due to impacts to both through traffic on San Vicente Boulevard and to vehicles entering and exiting Saltair Avenue. Therefore, due to these existing conditions, haul trucks must utilize Bundy Drive and Montana Avenue to

“re-orient” to eastbound travel on San Vicente Boulevard in order to access the I-405 Freeway. However, the proposed haul route minimizes haul vehicle impacts to the surface streets and intersections in the project area by utilizing the most direct route between the project site and the I-405 Freeway. In the project vicinity, Wilshire Boulevard is classified as a Major Highway, while both San Vicente Boulevard and Montana Avenue are classified as Secondary Highways. Although every effort to restrict haul truck traffic to Major and/or Secondary Highway travel will be implemented, the short segment of Bundy Drive between San Vicente Boulevard and Montana Avenue anticipated for use as part of the “outbound” haul route is designated as a Collector Street.

Staging Areas

Staging areas are locations where vehicles, typically larger dump trucks used to haul demolition or excavation-related materials, await use at the project construction site. Typically they are radio-called to the site when needed. Staging areas for project construction and haul vehicles, as well as the final haul route itself, are subject to a hearing conducted by the Department of Building and Safety, although it is currently anticipated that haul trucks used during the demolition, excavation, and/or construction activities for the proposed project would stage on or adjacent to the nearby Veterans Administration property. The staging area is anticipated to be utilized primarily before 9:00 AM during the excavation phase of the project’s construction activities, as trucks arrive in the project area to queue up to wait for the beginning of the hauling activities (which are anticipated to begin at approximately 9:00 AM, as described in more detail below). Once the haul activities begin, it is expected that the timing of the round trip to and from the Sunshine Canyon Landfill would be scheduled such that trucks will be able to return from the landfill directly to the project site without the need to stage again. It is estimated that a maximum of approximately 25 to 30 haul trucks per day may need to be staged during the mornings throughout the excavation phase.



Legend

- EMPTY TRUCKS
- LOADED TRUCKS

Source: Hirsch/Green Transportation Consulting, Inc., 8/13/2011.



Not to Scale

Construction-Related Trip Generation and Traffic Impacts

As described above, the “construction” activities for the project involve three different phases: demolition, excavation, and construction. The potential trip generation and traffic impacts for each of these phases were examined separately. However, the analyses of all construction impacts involved the following general assumptions. First, it was assumed that construction materials transport, and demolition and excavation/import soil hauling would occur typically over an approximately seven (7) hour work day, beginning at 9:00 AM and ending at 4:00 PM, although construction workers may be traveling to and from the site outside of these hours. These hours are generally consistent with the Mayor’s directive to limit construction traffic impacts to non-peak travel periods of the day. It was further assumed that construction activities would occur six (6) days a week, weather permitting, on Monday through Saturday. No construction activity is expected to be permitted on Sundays.

Additionally, based on input from construction contractors, it was assumed that the haul vehicles would be 10.0 cubic yard capacity “Super 10” single-unit dump trucks, in order to minimize potential traffic impacts to the project area, although it should be noted that “double bottom” semi-trailer trucks, with a capacity of approximately 12.0 cubic yards each, are also commonly used for excavation purposes. For traffic impact analysis purposes, the haul trucks are assumed to have a passenger car equivalency (“pce”) factor of approximately 2.0, or more plainly stated, each haul truck is assumed to exhibit effects on the surrounding traffic flows approximately equivalent of that of two typical automobiles, due primarily to greater vehicle length, larger turning radii, and reduced acceleration/deceleration characteristics.

These general assumptions were used in the assessment of potential trip generation and traffic impacts for all three of the construction phases. However, additional assumptions specific to each of the construction phases, such as duration of the phase and amount of material involved, were also incorporated into the analyses, as described in each of the following sections.

Demolition Phase:

The demolition phase of the project involves the removal of the existing development on the project site, including the Barry Building and related facilities along San Vicente Boulevard, and the two existing single-family homes along Saltair Avenue, as well as all paving, landscaping, and other on-site materials. Although the exact amount of demolition-related materials is not specifically known, estimates provided by the project contractor indicate that the demolition activities are anticipated to take approximately three (3) weeks (about 15 to 18 working days), and involve approximately 5 truck loads of materials removed from the site per day, or a total of approximately 10 total truck trips (5 inbound and 5 outbound) per day. For purposes of a “worst case” analysis, it is expected that each demolition-related haul truck can arrive at the site, be loaded, and leave the site within a one-hour period, which produces a maximum truck-related traffic addition of one inbound and one outbound truck trip per hour per day (since the 5 truck loads will occur throughout the assumed seven-hour work day, truck traffic would not be expected during each of the working hours). Using the assumed pce factor of 2.0, this equates to a maximum haul truck activity level of approximately 2 inbound and 2 outbound pce trips per hour during this phase of the project’s construction activities. As described earlier, these truck trips would occur between 9:00 AM and 4:00

PM, outside the typical “commuter traffic” peak hours in the project vicinity, reducing the potential for significant impacts.

The demolition activities will also result in relatively nominal on-site worker trips. The maximum number of workers at the site during this phase is not anticipated to exceed 25 persons, including equipment operators, flag persons, and others. Trips generated by these employees will be nominal, and it is anticipated that these worker vehicles will be able to park on-site during the demolition activities. Assuming an average vehicle occupancy of approximately 1.2 persons per vehicle, these 25 demolition-related on-site workers would produce about 20 vehicle trips, primarily inbound during the morning, and outbound during the evening, although some mid-day trips to obtain equipment/supplies, lunch, etc. are also anticipated. Therefore, a total of approximately 50 worker trips per day are anticipated. It is expected that most of these worker trips would occur prior to 9:00 AM and after 4:00 PM, and would thus occur during the AM and PM peak traffic hours in the project vicinity. However, they would not generally overlap the haul truck trips, reducing the potential for significant impacts. The worker trips would not be required to follow any specific travel route to or from the site.

Finally, the on-site equipment for this phase is expected to consist of typical demolition-process vehicles, including but not limited to a grade-all/bulldozer, loader/backhoe, forklift, and other similar vehicles. Transportation of this equipment to and removing it from the site will not produce any significant traffic, as they will not all be delivered/removed at the same time.

Therefore, based on the preceding assumptions, the total number of demolition-phase trips is expected to be approximately 70 pce trips per day, including 20 inbound construction worker trips during the AM peak hour, a total of about 20 pce haul truck trips (maximum of approximately 2 pce inbound and 2 pce outbound trips per hour) and 10 worker trips between 9:00 AM and 4:00 PM, and 20 outbound construction worker trips during the PM peak hour.

This nominal amount of haul truck and/or worker trips would not be expected to result in any significant peak hour traffic impacts during the demolition phase of the project’s construction. This conclusion is reinforced by the fact that, during the demolition, excavation, and construction phases of the project, the trips generated by the existing development will have been removed, partially offsetting the new trips generated by the construction activities during these phases. Based on the analyses contained in the project traffic study, the existing site development produces a total of approximately 915 daily trips, including 51 trips during the AM peak hour, and 116 trips during the PM peak hour, although it is acknowledged that only a portion of these trips currently utilize the anticipated haul route (Wilshire Boulevard, San Vicente Boulevard, Bundy Drive, and/or Montana Avenue). However, as described above, only the 20 inbound and 20 outbound construction worker trips would be anticipated to occur during the AM or PM peak commute traffic hours. This amount of new traffic alone would not be sufficient to produce a significant impact to any of the streets or intersections surrounding the project site, and the removal of the existing development trips will more than offset these anticipated peak hour construction worker trips (the only demolition phase trips that will occur during the peak hours). Therefore, no significant impacts are anticipated during these most critical travel periods.

However, to fully evaluate the potential traffic impacts of the project construction activities, the “off-peak” hours of the day, between 9:00 AM and 4:00 PM, were also investigated. As described above, the demolition hauling activity is anticipated to result in a total of approximately 10 total pce trips per hour (5 inbound and 5 outbound) along the haul route between the project site and the I-405 Freeway. The existing development would also generate some off-peak hour traffic, and these trips were estimated using the following procedures. First, it was assumed that the AM and PM “peak hour” trips described above represent average hourly traffic occurring between the typical morning (7:00 to 8:30 AM) and afternoon/evening (4:30 to 6:00 PM) peak travel periods. This results in a total of approximately 77 AM and 174 PM peak period trips generated by the existing site development. Subtracting these 251 peak period trips from the total 915 daily trips leaves 664 existing site-related trips that would occur throughout the remaining “off-peak” hours of the day. Further it was assumed that a typical “commercial/retail” day consists of approximately 16 hours (6:00 AM to 10:00 PM). Therefore, deducting the total three “peak hours” described above results in 13 “off-peak” traffic hours during the day, or an average of approximately 51 (total of inbound and outbound) existing use trips per off-peak hour.

Again, it is acknowledged that only a portion of these off-peak hour trips occur along the anticipated haul route. Therefore, in order to evaluate the net effects of the off-peak hour construction-related traffic along the haul route itself, the number of existing site development trips using the anticipated haul route roadway segments during each of the off-peak hours was identified. The number of existing site-related trips using the haul route street segments was estimated by assuming that the existing 51 trips per off-peak hour travel to and from the project site along the same travel routes identified in the project traffic study for the proposed development trips (see Figure 5, page 17 of the traffic study which is contained as Appendix K to the Draft EIR).

Using this methodology, it was estimated that approximately 4 total existing site-related trips travel along Wilshire Boulevard between the I-405 Freeway and San Vicente Boulevard, and along San Vicente Boulevard between Wilshire Boulevard and Barrington Avenue, a total of approximately 8 existing trips travel along San Vicente Boulevard between Barrington Avenue and Montana Avenue, all 51 trips travel on San Vicente Boulevard between Montana Avenue and Bundy Drive (as they enter and exit the project site), a total of approximately 13 existing site trips travel along Bundy Drive between San Vicente Boulevard and Montana Avenue, and finally, a total of approximately 12 existing site-related trips travel along Montana Avenue between Bundy Drive and San Vicente Boulevard during each of the off-peak hours. Therefore, as indicated by these estimates, the removal of the existing site trips would offset the anticipated 4 total pce haul truck trips per hour along the proposed haul route (the mid-day construction worker trips would not necessarily occur along only the haul route), and therefore, no significant off-peak hour impacts are anticipated due to demolition phase haul truck activity.

Further, based on a comparison of the potential haul truck trips to the “regional impact” analyses detailed in the project traffic study, the nominal number of haul truck trips (maximum of 2 pce trips per direction per hour) is not anticipated to produce any significant impacts to any segments of either the I-405 or I-5 Freeway facilities expected to be utilized as haul routes.

Excavation Phase:

The excavation phase of the project involves the export of earth and other materials necessary to grade the site for actual construction of the project, including excavation of the site's parking garage. A total of approximately 59,000 cubic yards of earth and other material is expected to be excavated from the site and transported to the Sunshine Canyon Landfill. Assuming the use of the 10.0 cubic yard capacity haul trucks as described above, this equates to approximately 5,900 truck loads of excavated material, resulting in approximately 5,900 inbound (empty) and 5,900 outbound (loaded) haul truck trips during the excavation phase.

The excavation phase is expected to last approximately 60 working days, thereby resulting in an average of approximately 98 truckloads per day, or about 14 inbound and 14 outbound truck trips per hour over the course of a seven-hour work day. Assuming the previously described pce factor of 2.0 for the haul trucks, the excavation activities are anticipated to result in approximately 56 pce trips per hour (28 pce inbound and 28 pce outbound trips) along the haul route. As described earlier, these truck trips are expected to be limited to the hours between 9:00 AM and 4:00 PM, outside the typical "commuter traffic" peak hours, minimizing the potential impacts to the project area streets and intersections.

The excavation activities will also produce a relatively nominal number of on-site worker trips, with a maximum of approximately 10 to 15 workers at the site during this phase, including equipment operators, flag persons, and others. Assuming an average vehicle occupancy of approximately 1.2 persons per vehicle, the maximum of 15 workers would produce about 13 vehicle trips, again primarily inbound during the morning, and outbound during the evening; assuming some mid-day trips by workers to obtain equipment/supplies, go to lunch, etc., a total of approximately 30 worker trips per day are anticipated during the excavation activities. As with the demolition phase activities described earlier, the majority of these worker trips would occur prior to 9:00 AM and after 4:00 PM, generally during the AM and PM peak traffic hours in the project vicinity. However, they would not typically overlap the haul truck trips, reducing the potential for significant impacts. Because the project's subterranean parking garage will occupy the entire retail/commercial portion of the project site, only a limited amount of on-site parking for construction worker-related vehicles will be available, and as such, it is recommended that the contractor provide an off-site parking location and a shuttle or van pool option for workers to minimize the number of construction worker trips and vehicles parked at the project site. Under no circumstance will construction worker parking be permitted to occur on the residential streets in the area. As described previously, the worker trips would not be required to follow any specific travel route to or from the site, or alternately, to or from any off-site worker parking location, thereby "spreading out" such trips and minimizing potential construction traffic additions to the specific haul route street segments.

Finally, the on-site equipment for this phase is expected to consist of typical excavation-process vehicles, including but not limited to a grade-all/bulldozer, loader/backhoe, forklift, and other similar vehicles. Transportation of this equipment to and removing it from the site is not expected to produce any significant amounts of traffic, as they will not all be delivered to or removed from the project site at the same time.

Based on the preceding assumptions, the total number of demolition trips is expected to be approximately 424 pce trips per day, including about 13 trips during the AM peak hour (inbound construction worker trips), about 56 pce haul truck trips per hour (28 inbound and 28 outbound) and an additional total of about 6 worker-related mid-day trips between 9:00 AM and 4:00 PM, and 13 trips during the PM peak hour (outbound construction worker trips). As noted in the discussion of the demolition phase activities, the anticipated AM and PM peak hour construction worker trips during the excavation phase will be offset by the removal of the trips associated with the current site development, and no significant excavation activity traffic impacts are anticipated during the AM or PM peak commute periods.

Further, as described earlier in the discussion of the demolition activities, the anticipated addition of approximately 56 pce excavation-related haul truck trips during the off-peak hours will be partially offset by removal of the existing site trips. The removal of the existing site trips using the anticipated haul route segments would reduce the off-peak hour traffic additions to the area roadway to 52 net total pce trips along Wilshire Boulevard and San Vicente Boulevard between the I-405 Freeway and Barrington Avenue, 48 net pce trips along San Vicente Boulevard between Barrington Avenue and Montana Avenue, 5 net pce trips on San Vicente Boulevard between Montana Avenue and Bundy Drive, 43 net pce trips along Bundy Drive between San Vicente Boulevard and Montana Avenue, and 44 net pce trips along Montana Avenue between Bundy Drive and San Vicente Boulevard. These net trip totals will be generally equally divided between the “inbound” and “outbound” directions of travel between the project site and the I-405 Freeway, resulting in a maximum “directional” net pce haul truck traffic increase of approximately 26 trips (along Wilshire Boulevard and San Vicente Boulevard between the I-405 Freeway and Barrington Avenue).

A review of the traffic conditions in the study area (from the project traffic study which is included as Appendix K to the Draft EIR) indicates that most of the intersections along the anticipated haul route currently operate at LOS D or better during both peak hours, with the exception of San Vicente Boulevard and Montana Avenue (LOS E during PM peak hour), and Wilshire Boulevard and San Vicente Boulevard/Federal Avenue (LOS E during the AM peak hour). However, off-peak hour operations at all of these locations (during the 9:00 AM to 4:00 PM time period assumed for haul truck activity) is better than during the AM or PM peak commute periods, and as such, all of the haul route intersections are expected to exhibit LOS D or better operations throughout the mid-day time period. As a result, the relatively nominal amount of haul truck traffic described earlier would not be sufficient to produce significant impacts at any of the intersections along the anticipated haul route during the “off-peak” traffic hours; as noted earlier, no peak hour impacts along the haul route are anticipated, since haul truck activity would not occur during the peak commute hours. Finally, the maximum of 28 directional pce trips per hour expected during the off-peak hour operations of the excavation phase are not anticipated to result in significant regional traffic impacts to any of the I-405 or I-5 Freeway segments utilized as part of the haul route.

Construction Phase:

The construction phase of the project includes the actual physical development of the on-site structures and landscaping, as well as any roadway improvements adjacent to the site. This phase of the project

development is expected to take a total of approximately 18 to 22 months to complete. Unlike the previously discussed demolition or excavation activities, the construction phase does not produce a significant number of “average” daily haul trips; trucking activities to and from the site are dependent on the construction schedule, weather, and other factors, and generally involve only one or two trucks at a time delivering construction materials. The most intense activity occurs during concrete pouring for the parking structure or other building components.

Based on estimates provided by the project architect, the concrete work at the site is expected to require a total of approximately 800 cement truck loads during an approximately 5-month (100 working day) period. This activity would not take place throughout the entire 5-month period, however, but would rather be limited to specific “pour days”, with non-activity days allowed for the concrete to cure before further pours would take place. As such, it is anticipated that there could be a total of up to approximately 20 pour days within the 5-month period. This assumption equates to an average pour activity of approximately 40 concrete trucks per day for each of the 20 pour days, or an average of about 6 one-way concrete truck trips per hour. Using the previously discussed 2.0 pce factor, the concrete pour activity could therefore result in a relatively nominal total of approximately 24 pce trips per hour (12 inbound and 12 outbound) on each of the pour days. Additionally, these trips would again be partially offset by the removal of the existing site trips, further reducing the potential effects of the concrete truck activity. It should be noted that these trucks would not necessarily be limited to the haul route identified earlier; the specific travel routes to and from the site will depend on the location of the cement plant supplying the concrete for the construction pours. However, as part of the required construction mitigation program for the project, concrete trucks will not be allowed to drive through any of the local/residential streets in the project vicinity on their way to or from the project site, nor will they be permitted to stage or clean along such streets. As a result, no significant concrete-pour traffic impacts are likely to occur during these few concrete pour days.

The on-site equipment for this phase is expected to be similar to that described earlier for the demolition and excavation phases, plus trash and delivery trucks. This equipment is not expected to produce any measurable impacts during its delivery or removal from the site.

The construction phase of the project will require more on-site workers than either the demolition or excavation phases, with a maximum of up to approximately 125 workers at the site at any time, with most of this activity occurring during the latter, interior “finishing” stages of construction, although typical worker levels during much of the actual “construction” phase is expected to be approximately 40 to 50 workers. Assuming an average vehicle occupancy of 1.2 persons per vehicle, the maximum level of about 125 workers could result in approximately 105 vehicle trips inbound to and outbound from the site during the AM and PM peak hours, respectively. Again accounting for some reasonable mid-day trip activity, a total maximum of about 260 worker trips per day could occur during peak activity days; typical worker trip levels during the construction phase would be anticipated to be about 110 trips per day. However, as noted previously, the removal of the existing site trips results in a reduction of approximately 915 daily trips, including about 51 AM and 114 PM peak hour trips, which will offset much of the additional construction phase worker trips. As described previously, these worker trips would not be required to follow any specific travel route to or from the site, thereby “spreading out” such trips and

minimizing potential construction worker traffic impacts in the project vicinity. As such, no significant impacts are anticipated during the construction phase of the project.

Note that, although some nominal amount of on-site parking for construction worker-related vehicles may be available during the construction of the project's subterranean parking garage, it is recommended that the contractor provide off-site parking and a shuttle or van pool for workers. However, following completion of the parking garage, adequate on-site parking to accommodate all of the construction workers will be available. Under no circumstance will construction worker parking be permitted to occur on the residential streets in the area.

Construction Traffic Analysis Conclusions

The evaluation of potential "construction" impacts of the proposed project, including demolition, excavation, and construction activities, indicates that no significant construction-related traffic impacts are anticipated to occur during any of the project construction phases, either during the typical AM and PM peak hours, or during the off-peak (9:00 AM to 4:00 PM) hours. The proposed haul route will minimize impacts to the area surface street network by providing the most direct route between the I-405 Freeway and the project site. Further, no significant construction-related impacts to any segment of the area freeways are expected. Construction-related vehicles will not be allowed to stage on any of the local/residential streets, and construction worker vehicles will park on-site as possible, or in a remote off-site parking area, with workers shuttled to the site to minimize traffic and parking impacts in the area. The project will be required to prepare a detailed worksite construction traffic control plan for review and approval by the City. This plan will identify any potential lane closures or other items affecting roadway operations in the project vicinity, to minimize disruption to normal traffic flows resulting from the construction activities.

M. UTILITIES AND SERVICE SYSTEMS

No corrections or additions are provided.

V. GENERAL IMPACT CATEGORIES

No corrections or additions are provided.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

Figure VI-1 is added to page VI-56.

The discussion on page VI-63 is modified as follows:

Transportation and Traffic

Alternative 4 would consist of a project of slightly reduced square footage when compared to the proposed project. ~~Therefore, this alternative would result in slightly fewer daily trips (and peak hour trips) when compared to the proposed project.~~ As discussed in Section IV.L. (Traffic, Transportation, and

Parking) of this Draft EIR, the proposed project would generate 1,456 daily trips and would result in significant impacts at the following four intersections during PM peak hour:

- San Vicente/Bundy (west and east);
- Montana/Bundy;
- Montana/San Vicente; and
- San Vicente/Barrington.

A supplemental traffic analysis has been prepared for Alternative 4 (which is included as Appendix G to this Final EIR). As shown in this supplemental traffic analysis, Alternative 4 would generate 1,275 daily trips, with 63 AM peak hour trips and 232 PM peak hour trips. This amounts to 181 fewer daily trips, 13 fewer AM peak hour trips, and 23 fewer PM peak hour trips when compared to the proposed project, as shown in Table VI-24A. While Alternative 4 would result in slightly fewer daily trips, it would still have the same 4 PM impacts as the proposed project, although some impacts may be slightly less than the proposed project. Overall, the impacts of this alternative would be significant and unavoidable and would be the same as the proposed project's impacts.

Like the proposed project, this alternative could implement an optional project design feature as described in Section II, Project Description (one of six possible design scenarios: 1, 1(a), 2, 2(a), 3, or 4) in order to improve traffic flow and site accessibility. However, as shown in Table VI-24B for the proposed project, with implementation of any of the six possible scenarios, this alternative would still result in significant and unavoidable impacts at the same intersections as without the design feature.

Table VI-24A
Alternative 4 Trip Generation

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Preservation Alternative							
56,687 sf General Retail	2,434	35	23	58	218	237	455
(Less 5% Internal Project Capture)	(122)	(2)	(1)	(3)	(11)	(12)	(23)
(Less 5% Walk-In/Pedestrian Utilization)	(116)	(2)	(1)	(3)	(11)	(11)	(22)
(Less 40% Pass-by Trips)	(878)	(13)	(8)	(21)	(79)	(85)	(164)
Subtotal General Retail Trips	1,318	18	13	31	117	129	248
8,905 sf High-Turnover Restaurant ^a	1,132	54	49	103	70	45	115
(Less 5% Internal Project Capture)	(57)	(3)	(2)	(5)	(4)	(2)	(6)
(Less 10% Walk-In/Pedestrian Utilization)	(108)	(5)	(5)	(10)	(7)	(4)	(11)
(Less 20% Pass-by Trips)	(193)	(9)	(9)	(18)	(12)	(8)	(20)
Subtotal High-Turnover Restaurant Trips	774	37	33	70	47	31	78
8,000 sf Office	88	11	1	12	4	19	23
1 unit Single-Family Residential	10	0	1	1	1	0	1
Total Alternative 4 Trips	2,180	66	47	113	168	179	347
Less Total Existing Uses Trips	(915)	(34)	(17)	(51)	(40)	(76)	(116)
Total Net New Alternative 4 Site Trips	1,275	32	31	63	129	103	232

Table VI-24A
Alternative 4 Trip Generation

Size/Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<i>^a Includes 5,767 sf of restaurant floor area, plus approximately 3,138 sf outdoor dining area.</i> <i>Source: Hirsch/Green Transportation, July 12, 2011.</i>							

Table VI-24B
Critical Movement Analysis Summary Future (2014) Without and With Alternative 4 Conditions

No.	Intersection	Peak Hour	Without Project		Alternative 4			Alternative 4 with San Vicente Median Concepts		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
1	Sunset and Kenter	AM	0.925	E	0.931	E	0.006	=	=	=
		PM	1.002	F	1.008	F	0.006	=	=	=
2	Sunset and Bundy	AM	0.912	E	0.915	E	0.003	0.913	E	0.001
		PM	0.806	D	0.814	D	0.008	0.808	D	0.002
3	Sunset and Barrington	AM	0.910	E	0.913	E	0.003	0.911	D	0.001
		PM	0.998	E	1.006	F	0.008	1.004	D	0.006
4	San Vicente and 26 th Street (City of Santa Monica)	AM	0.839	D	0.844	D	0.005	=	=	=
			(46.3) ^a	(D) ^b	(46.9)	(D)	(0.6)			
		PM	0.818	D	0.830	D	0.012			
			(46.3) ^a	(D) ^b	(48.1)	(D)	(1.8)			
5 (a)	San Vicente and Bundy (west intersection)	AM	0.873	D	0.883	D	0.010	0.863	D	0.010
		PM	0.987	E	1.030	F	0.043*	1.030	F	0.043*
5 (b)	San Vicente and Bundy (east intersection)	AM	0.739	C	0.770	C	0.031	0.763	C	0.024
		PM	0.869	D	0.989	E	0.120*	0.962	E	0.093*
6	Montana and Barrington	AM	0.633	B	0.633	B	0.000	0.635	B	0.002
		PM	0.855	D	0.855	D	0.000	0.859	D	0.004
7	Montana and Bundy	AM	0.745	C	0.756	C	0.011	0.752	C	0.007
		PM	0.952	E	0.990	E	0.038*	0.979	E	0.027*
8	Montana and San Vicente	AM	0.572	A	0.572	A	0.000	0.575	A	0.003
		PM	0.926	E	1.017	F	0.091*	1.027	F	0.101*
9	San Vicente and Barrington	AM	0.768	C	0.772	C	0.004	=	=	=
		PM	0.958	E	0.970	E	0.012 *			
10	Wilshire and Bundy	AM	1.040	F	1.043	F	0.003	=	=	=
		PM	1.139	F	1.148	F	0.009			
11	Wilshire and	AM	0.787	C	0.788	C	0.001	=	=	=

<u>No.</u>	<u>Intersection</u>	<u>Peak Hour</u>	<u>Without Project</u>		<u>Alternative 4</u>			<u>Alternative 4 with San Vicente Median Concepts</u>		
			<u>CMA</u>	<u>LOS</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>	<u>CMA</u>	<u>LOS</u>	<u>Impact</u>
	<u>Barrington</u>	<u>PM</u>	<u>0.734</u>	<u>C</u>	<u>0.740</u>	<u>C</u>	<u>0.006</u>			
<u>12</u>	<u>Wilshire and San Vicente/Federal</u>	<u>AM</u>	<u>1.020</u>	<u>F</u>	<u>1.021</u>	<u>F</u>	<u>0.001</u>	=	=	=
		<u>PM</u>	<u>1.026</u>	<u>F</u>	<u>1.028</u>	<u>F</u>	<u>0.002</u>	=	=	=

** = Indicates significant impact per LADOT or City of Santa Monica traffic impact criteria, as applicable*

^a Delay reflects total intersection approach delay in seconds, per HCM methodology.

^b LOS based on total intersection approach delay, per HCM methodology.

Source: Hirsch/Green Transportation, Brentwood Town Green, July 12, 2011.

VII. PREPARERS OF THE EIR AND PERSONS CONSULTED

No corrections or additions are provided.

VIII. LIST OF ACRONYMS AND ABBREVIATIONS

No corrections or additions are provided.



Source: R.A. Keller Associates, 2011.

IV. MITIGATION MONITORING AND REPORTING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” In addition, Section 15097(a) of the California Environmental Quality Act (CEQA) Guidelines requires that:

[I]n order to ensure that the mitigation measures and project revisions identified in the EIR or negative declaration are implemented, the public agency shall adopt a program for monitoring or reporting on the revisions which it has required in the project and measures it has imposed to mitigate or avoid significant environmental effects. A public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity which accepts the delegation; however, until mitigation measures have been completed the lead agency remains responsible for ensuring that implementation of the mitigation measures occurs in accordance with the program.

A Draft Environmental Impact Report (EIR) was prepared to address the potential environmental impacts of the project. Where appropriate, the Draft and Final EIR identified project design features or mitigation measures to avoid or to mitigate potential impacts identified to a level where not significant impact on the environment would occur. This Mitigation Monitoring and Reporting Program (MMRP) is designed to monitor implementation of the mitigation measures required for the project.

The mitigation measures identified in the Final EIR are categorized by environmental impact section. Following each mitigation measure is identification of the following:

- **Monitoring Phase:** The phase of the project during which the mitigation measure shall be monitored, such as: Pre-Construction (including the design phase); Construction; Prior to Issuance of a Building Permit; Occupancy (post-construction).
- **Enforcement Agency:** The agency with the power to enforce the mitigation measure.
- **Monitoring Agency:** The agency to which reports involving feasibility, compliance, implementation and development are made.
- **Compliance Action:** The action indicating compliance with the mitigation measure.

The MMRP will be in place throughout all phases of the project. The project applicant will be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide certification, as identified below; to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City’s planning, engineering, review, and inspection processes will be used as the basic foundation for the MMRP 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 City Planning shall be at the discretion of City Planning. Generally, each report will be submitted to City Planning 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. City Planning, in conjunction with the project applicant, shall assure that project construction occurs in accordance with the MMRP. Departments listed below are all departments of the City of Los Angeles, unless otherwise noted.

A. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT

No mitigation measures provided.

B. AESTHETICS

No mitigation measures provided.

C. AIR QUALITY

No mitigation measures provided.

D. GREENHOUSE GAS EMISSIONS

No mitigation measures provided.

E. CULTURAL RESOURCES

E-1 Prior to the issuance of a demolition permit, a report documenting the architectural and historical significance of the Barry Building shall be prepared. The report shall be printed on 8 ½ x 11, archival bond paper. One original copy of the report as specified above shall be assembled and offered to the Southern California Information Center at California State University Fullerton, the Los Angeles Conservancy, the Los Angeles Central Library, and the City of Los Angeles Office of Historic Resources. The report shall include:

- a. A written report according to the Historic American Building Survey (HABS) narrative format, which includes historical and descriptive information.
- b. Duplicates of available historic photographs.
- c. Duplicates of original drawings, if available.
- d. Large format (4" x 5" negative or larger) black and white 35mm photographs based on HABS guidelines. The photographs shall be keyed to a floor and site plan to show the location of each photograph taken. Views shall include the setting, important site features, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant spaces and features.

Monitoring Phase: Prior to issuance of demolition permit

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning; Office of Historic Resources

Compliance Action: Confirm delivery of Historic American Building Survey report

E-2 The applicant shall make a good faith effort to sell the Barry Building prior to demolition to a third party who will relocate the building to a different site. A good faith effort means that the applicant shall advertise the sale of the building for a fair and reasonable sum in a regional or local newspaper of general circulation and appropriate online sources for a minimum of 30 days.

The offer period shall remain open for a minimum of 30 days after the date of the advertisement to allow adequate response from qualified interested persons.

Individuals, groups, or public agencies must meet minimum qualifications as a buyer including the following:

- (1) Have adequate financial resources to promptly relocate the building to a different site;
- (2) Have a readily available and appropriate location for the building;
- (3) Rehabilitate the building such that the physical impacts on the building will be minimal; and
- (4) The purchaser shall be willing to enter into an agreement that would release the applicant of any liability or financial responsibility from hazards association with the building in perpetuity.

Monitoring Phase: Prior to issuance of demolition permit

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Compliance Action: Confirm advertisement and offer period of minimum of 30 days

E-3 Any coral trees within the San Vicente Boulevard median that are impacted shall be removed and replaced with 36-inch box sized coral trees.

Monitoring Phase: During construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning

Compliance Action: Confirm that impacted trees are removed and replaced

E-4 Tree Protection Zone: A four-foot fence shall be installed at the drip-line (end of the branches) and bordering the area of construction activity for the proposed traffic improvements to reduce the impact to the root system of the coral trees. The registered arborist for the project shall be present and supervise the installation of fencing and any construction activity that may impact the root system of the trees. Before excavation by a tractor, the roots shall be exposed and severed to a depth of 24 inches, using hand tools, to reduce the impact on the root system of the tree.

Monitoring Phase: During construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Compliance Action: Confirm that tree protection zone has been implemented

E-5 If any archaeological materials are encountered during the course of the project development, construction shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study or report shall be submitted to the South Central Coastal Information Center (SCCIC) at Cal State University Fullerton. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Monitoring Phase: During grading and construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Compliance Action: Confirm archaeological survey, study or report submitted to South Central Coastal Information Center

E-6 If any paleontological materials are encountered during the course of project development, construction shall be halted. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. A covenant and agreement shall be recorded prior to obtaining a grading permit.

Monitoring Phase: During grading and construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Compliance Action: Confirm paleontological survey, study or report submitted to Los Angeles County History Museum

E-7 If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of L.A. Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains.

Monitoring Phase: During grading and construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Public Works; County of Los Angeles Coroner

Compliance Action: If human remains are discovered, confirm notification of Department of Public Works; County of Los Angeles Coroner, and Native American Heritage Commission and human remains disposed of according to NAHC guidelines.

F. GEOLOGY AND SOILS

F-1 Design and construction of the proposed project shall comply with recommendations outlined in the Geotechnical Investigation, Proposed Commercial Development, 11991, 11977, 11973, and 11961 West San Vicente Boulevard and 644 and 642 South Saltair Avenue, Brentwood District, Los Angeles, California (“Geotechnical Investigation”), dated October 27, 2009, prepared by Geocon West, Inc.

A summary of the recommendations follows (Note, this list is not an exhaustive listing of the recommendations in the Geotechnical Investigation):

Soil and Excavation

- Caving shall be anticipated in unshored excavations, especially where granular soils are encountered.
- All excavations and trenches shall be properly shored and maintained in accordance with applicable OSHA rules and regulations to maintain safety and stability of adjacent structures.
- The soils encountered at the subterranean level are considered to have a “moderate” (E1=62) expansive potential; and are classified as “expansive” based on the 2007 California Building Code (CBC) Section 1802.3.2. The recommendations in the Geotechnical Investigation assume that foundations and slabs will derive support in these materials.

Minimum Resistivity pH, Chloride and Water-Soluble Sulfate

- It is recommended to use ABS pipes in lieu of cast iron pipe.
- If a waterproofing barrier is used and the concrete is not in direct contact with the soil, the special cement type may be waived at the discretion of the project structural engineer.

Grading

- All earthwork shall be observed, and compacted fill tested by Geocon West Inc.
- Special soil handling requirements shall be discussed with the owner, contractor, civil engineer, and geotechnical engineer at a preconstruction conference prior to grading.
- All existing underground improvements planned for removal shall be completely excavated and resulting depressions properly backfilled.

The Geotechnical Report also contains recommendations regarding construction techniques, including:

- Foundation design, settlement, lateral design, concrete slab-on-grade, retaining walls, retaining wall drainage, dynamic (seismic) lateral forces, elevator pit design, elevator piston, temporary excavations, shoring-soldier pile design and installation, tie-back anchors, anchor installation, anchor testing, internal bracing, surface drainage, and plan review.

Monitoring Phase: During grading and construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Compliance Action: Construction team to confirm compliance with recommendations in the Geotechnical Investigation

G. HAZARDS AND HAZARDOUS MATERIALS

G-1 Prior to any construction activities, a Phase II Environmental Site Assessment shall be performed to determine the presence of petroleum hydrocarbons in the soil underlying the project site. . In the event contaminated soil is found, the project applicant shall follow the recommendations for remediation and no building permits shall be issued until the appropriate agency has issued a letter requiring no further action.

Monitoring Phase: Prior to grading and construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Compliance Action: Confirm receipt of Phase II Environmental Site Assessment, and compliance with recommendations for remediation, if any.

H. LAND USE AND PLANNING

No mitigation measures provided.

I. NOISE

I-1 The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-2 Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-3 Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-4 Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-5 Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-6 The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-7 A ½-inch thick plywood barrier extending ten-feet high shall be erected around the project site boundary to minimize the amount of noise on the surrounding noise-sensitive receptors to the maximum extent feasible during construction.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-8 All construction truck traffic shall be restricted to truck routes approved by the City of Los Angeles Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-9 The project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-10 Two weeks prior to the commencement of construction at the project site, notification shall be provided to the immediate surrounding off-site residential, school, and church uses that discloses the construction schedule, including the various types of activities and equipment that would be occurring throughout the duration of the construction period.

Monitoring Phase: two weeks prior to construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Confirmation of notification distribution

I-11 Equipment warm-up areas, water tanks, and equipment storage areas shall be located a minimum of 45 feet from abutting sensitive receptors.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-12 All new mechanical equipment associated with the proposed project shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.

Monitoring Phase: Construction and demolition

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

I-13 All exterior windows associated with the proposed single-family residence at the project site shall be constructed with double-pane glass and use exterior wall construction that provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. As an alternative, the applicant may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

J. POPULATION AND HOUSING

No mitigation measures provided.

K. PUBLIC SERVICES

1. Fire

No mitigation measures provided.

2. Police

K.2-1 Upon completion of the proposed project, the project applicant shall provide the LAPD West Los Angeles Area Commanding Officer with a diagram of each portion of the project site. The diagram shall include access routes and any additional information that might facilitate police response.

Monitoring Phase: Post construction, prior to occupancy

Enforcement Agency: Department of City Planning; Los Angeles Police Department

Monitoring Agency: Los Angeles Police Department

Compliance Action: Submittal of plans

K.2-2 The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Project applicant will refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section. These measures shall be approved by the Police Department prior to the issuance of building permits.

Monitoring Phase: Prior to issuance of building permits

Enforcement Agency: Los Angeles Police Department

Monitoring Agency: Department of Building and Safety; Los Angeles Police Department

Compliance Action: Confirmation of approval by the Police Department

3. Schools

K.3-1 Prior to construction, the project applicant shall contact LAUSD Transportation Branch at (323) 342-1400 regarding potential impact to school bus routes.

Monitoring Phase: Prior to construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of City Planning, Los Angeles Unified School District

Compliance Action: Confirmation from LAUSD Transportation Branch

K.3-2 The project applicant shall maintain unrestricted access for school buses during construction.

Monitoring Phase: Construction

Enforcement Agency: Department of City Planning

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-3 The project applicant shall comply with provisions of the California Vehicle Code by requiring construction vehicles to stop when encountering school buses using red flashing lights.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Documentation that construction vehicle drivers are made aware of this mitigation measure

K.3-4 The project applicant shall not endanger passenger safety or delay student drop-off or pickup due to changes in traffic patterns, lane adjustments, altered bus stops, or traffic lights.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-5 The project applicant shall maintain safe and convenient pedestrian routes to LAUSD schools.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-6 The project applicant shall maintain ongoing communication with school administration at affected schools, providing sufficient notice to forewarn students and parents/guardians when existing pedestrian and vehicle routes to school may be impacted.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Los Angeles Unified School District

Compliance Action: Documentation of ongoing communication

K.3-7 The project applicant shall install appropriate traffic controls (signs and signals) to ensure pedestrian and vehicular safety.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety

Compliance Action: Field inspection

K.3-8 The project applicant shall not haul past affected school sites, except when school is not in session. If that is infeasible, not haul during school arrival and dismissal times.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-9 The project applicant shall not conduct staging or parking of construction-related vehicles, including worker-transport vehicles, adjacent to school sites.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-10 The project applicant shall provide crossing guards when safety of students may be compromised by construction-related activities at impacted school crossings.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-11 The project applicant shall install barriers and/or fencing to secure construction equipment and site to prevent trespassing, vandalism, and attractive nuisances.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-12 The project applicant shall provide security patrols to minimize trespassing, vandalism, and short-cut attractions

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Field inspection

K.3-13 The project applicant shall pay developer fees to mitigate the project's impacts on school facilities.

Monitoring Phase: Construction

Enforcement Agency: Department of Building and Safety

Monitoring Agency: Department of Building and Safety, Los Angeles Unified School District

Compliance Action: Confirmation of payment

4. Parks

No mitigation measures provided.

5. Libraries

No mitigation measures provided.

M. UTILITIES AND SERVICE SYSTEMS

No mitigation measures provided

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April 20, 2011

Submitted electronically

Mr. Hadar Plafkin, Project Coordinator
Department of City Planning
Los Angeles City Hall
200 North Spring Street, Room 750
Los Angeles, CA 90012
Email: hadar.plafkin@lacity.org

Re: Green Hollow Square/Barry Building – ENV-2009-1065-EIR – Draft EIR

Dear Mr. Plafkin:

On behalf of the Los Angeles Conservancy, we submit these comments on the draft environmental impact report (DEIR) for the Green Hollow Square project which impacts the historic Barry Building. The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles through advocacy and education. Since 1984, the Conservancy's all-volunteer Modern Committee has worked to raise awareness about Los Angeles' unique collection of mid-twentieth century modernist structures.

The Conservancy has long been an advocate for the protection of the Barry Building and for its ability to continue to function successfully as originally intended, and potential to be adaptively reused. With a feasible and environmentally superior alternative identified in the DEIR that would retain and incorporate the Barry Building as part of the new development, we strongly urge the City and the applicant to adopt a modified version of Alternative 4: Preservation Alternative as the preferred project.

I. The Barry Building is Los Angeles Historic-Cultural Monument #887

The Barry Building was designed by Los Angeles-based architect Milton Caughey (1911-1958) and completed in 1951 when postwar development was beginning to redefine Brentwood's San Vicente Boulevard commercial corridor. The distinctive and highly intact International Style building is arranged around a central courtyard which features integrated planting beds. A notable feature of the building's sustainable design is the integration of louvers which shield south- and west-facing office windows from the sun's heat and glare.

In addition to its architectural significance, the Barry Building is a beloved community and cultural landmark as evidenced by the hundreds of residents who voiced their support for the nomination in 2007. The Conservancy worked closely with the Brentwood community to support designation of the Barry Building as a City of Los Angeles Historic-Cultural Monument (HCM),

having repeatedly met with the Friends of the Barry Building, Councilmember Rosendahl's office, and representatives of the owners.

a. Every effort should be made to avoid demolishing a designated historic resource

As a designed Historic-Cultural Monument, the City and the Cultural Heritage Commission, its appointed panel of experts, has recognized the Barry Building as important to Los Angeles' heritage. We believe as a designation historic resource, every effort should be made to retain and reuse the Barry Building. If the Green Hollow Square project is approved and the Barry Building were demolished, its loss would call into question the City's ability to protect our cultural heritage when clear adaptive reuse options exist.

Although Los Angeles' current Cultural Heritage Ordinance cannot prevent the demolition of a Historic-Cultural Monument, it does allow the City to delay demolition. This delay period allows for further consideration of preservation alternatives, which has been successful in the past. As a result, there have been very few instances when a Historic-Cultural Monument has been demolished to make way for new development (excluding loss because of fire, earthquake damage, etc.).

The 1985 demolition of the Philharmonic Auditorium Building (HCM #61) remains an ever-present reminder that our city's landmarks can be vulnerable. Despite receiving HCM designation in 1969 for its rich cultural heritage and architectural significance, this prominent landmark opposite Pershing Square was demolished for a mixed-use development project that never materialized. Twenty-six years after its demolition, the site remains a parking lot.

b. The Barry Building is also a historic resource under CEQA

As a locally designated landmark, the Barry Building is presumed to be historically significant under the California Environmental Quality Act (CEQA) and its demolition as proposed under the current project would constitute a significant adverse impact. In 2009 and again in 2010, the Conservancy submitted comments on the Notice of Preparation for two versions of the proposed project (previously named Brentwood Town Green), both of which called for the demolition of the Barry Building despite its status as a designated landmark. In addition to the Conservancy's comments, which stressed the need to consider an alternative in the DEIR that would adaptively reuse the Barry Building, letters were submitted by dozens of local residents strongly urging the applicant to retain the landmark Barry Building.

II. Under CEQA, the Lead Agency Must Deny Approval When Feasible Alternatives or Mitigation Measures Would "Substantially Lessen" Adverse Impacts

A key policy under CEQA is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."¹ To this end, CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or

¹ Public Resource Code, Sec. 21001 (b), (c).

feasible mitigation measures can substantially lessen such effects.”² Courts often refer to the EIR as “the heart” of CEQA because it provides decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzes a range of alternatives that reduce or avoid those impacts.³ Based on objective analyses found in the EIR, agencies “shall mitigate or avoid the significant effects on the environment...whenever it is feasible to do so.”⁴

The DEIR acknowledges that “the project would have a significant impact on historic resources with respect to the demolition of the Barry Building.”⁵ Proposed mitigation measures -- including HABS and photo documentation -- would not reduce the impact to a less-than-significant level.⁶ Additionally, proposed mitigation measure E-2 to make “a good faith effort” to sell the Barry Building to a third party for relocation to a different site, cannot be considered meaningful mitigation unless the applicant provide the financial resources to ensure compliance with the terms of the mitigation measure and identifies and secures an appropriate site as detailed in Galvin Preservation Associates letter in Appendix N of the DEIR. Furthermore, insufficient analysis in the DEIR fails to provide the necessary level of information to assess the feasibility of relocation and the identification of appropriate receiving locations.

a. A feasible preservation alternative exists that would eliminate negative impacts to the Barry Building

Alternative 4: Preservation Alternative has been identified in the DEIR as the environmentally superior alternative that can avoid negative impacts to a historic resource, and slightly reduce the time frame, and impacts from, construction. Under Alternative 4, the Barry Building would be retained and new tenant spaces developed around it. While Alternative 4 would result in slightly reduced square footage when compared to the proposed project (approximately 3,000 square feet or under 5% less space), it would retain the originally planned 427 parking spaces and meet the primary objective for a development that provides a mix of retail, office and restaurant uses catering to the Brentwood community. As the DEIR states, “the main difference between this alternative and the proposed project is the retention of the historic-cultural monument, the Barry Building.”⁷

Unlike other alternatives, the DEIR lacks an explicit, definitive statement regarding the feasibility of Alternative 4. Faced with insufficient and incomplete analysis, we can only conclude that Alternative 4 meets most of the project objectives and is feasible. The arguments set forth in the Draft EIR that the preservation alternative might be less effective in architectural design, sustainability, or pedestrian connectivity than the proposed project, or that retaining the Barry Building might impede the owner’s competitive or economic goals are imprecise,

² *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resource Code §§ 21001, 21001.1.

³ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

⁴ PRC §21002.1.

⁵ Green Hollow Square. Draft EIR. February 2011. IV.E-17.

⁶ Under CEQA, it is widely recognized that “[a] large historical structure, once demolished, normally cannot be adequately replaced by reports and commemorative markers.” *League for Protection of Oakland’s Historic Resources v. City of Oakland* (1997) 52 Cal.App.4th 896, 909.

⁷ Green Hollow Square. Draft EIR. February 2011. VI-65.

speculative and largely unsubstantiated. Furthermore, the fact that an environmentally superior alternative, in this case, the preservation alternative, may be more costly or fails to meet all project objectives does not necessarily render it infeasible under CEQA.⁸ The objections against Alternative 4 are not compelling and ultimately fail to establish the infeasibility of the preservation alternative.⁹ Ultimately, the lead agency cannot merely adopt a statement of overriding considerations and approve a project with significant impacts; it must first adopt feasible preservation alternatives and mitigation measures.¹⁰

III. Additional Refinements Can Be Made to Improve Alternative 4

The Barry Building, a two-story commercial structure comprised of several retail spaces oriented around a central courtyard, provides the same use as the proposed project. Its elegant design provides great flexibility for being adapted to fit the needs of the Green Hollow Square project while maintaining the building's historic status and meeting most of the project objectives. While Alternative 4 readily offers a feasible preservation alternative, further refinements should be considered to more fully integrate the Barry Building with the proposed new development in terms of scale and massing, architectural design, materials, and shade/shadow. Further design enhancements can also more fully meet the project objectives regarding sustainability and energy efficiency, and pedestrian connectivity.

a. The site can be designed with more integration and compatibility between Barry Building and new construction

The Gruen Associates report in Appendix M is only one method of incorporating new construction around the Barry Building. It is one that attempts to retain the Barry Building while building the Green Hollow Square design around it. If selected as the preferred project, we urge reconsideration of the project design from the standpoint of retaining the Barry Building in place. By developing the site plan and new construction with the Barry Building as the centerpiece, an improved Alternative 4 can become a project that meets the project objective where “the buildings are integrated with one another and clearly relate to each other in terms of proportion, height, mass, and façade.”

As an HCM, the City's Cultural Heritage Commission can offer guidance and feedback on the development of new infill construction that is appropriate and complimentary with the character-defining features of the Barry Building and landscape.

b. Barry Building, which incorporates sustainable design, can be enhanced with additional sustainability elements

One of the project objectives calls for a project “that meets LEED standards and includes energy efficient features that minimize the project's ongoing effects on the environment.”¹¹ Although an

⁸ Guideline § 15126.6(a).

⁹ Under CEQA, findings of alternative feasibility or infeasibility must be supported by substantial evidence. Public Resources Code § 21081.5.

¹⁰ PRC § 21081; *Friends of Sierra Madre v. City of Sierra Madre* (2001) 25 Cal.4th 165, 185.

¹¹ Green Hollow Square. Draft EIR. February 2011. II-34.

analysis of Alternative 4 in the DEIR states that “retention of the Barry Building may also affect the energy efficiency and other environmental sustainability goals of the project under objective 1,”¹² the final EIR should scrutinize any claimed environmental benefits of the proposed project through an analytical comparison of analogous benefits achieved through a rehabilitated Barry Building. The Barry Building is equally capable of incorporating most of the sustainable design features planned for the project like high-efficiency toilets, fixtures, and irrigation system, and air conditioning controlled by computerized systems if its rehabilitation coordinated with the overall project to meet LEED certification. In addition, retaining the Barry Building maintains the embodied energy in the structure’s initial construction and reduces the amount of construction waste from wholesale demolition that would otherwise go into a landfill through demolition.

The project can also take advantage of the original design intent of the Barry Building which was built with sustainability principles in mind, including its “green” features in the form of window louvers framing the second floor windows facing San Vicente Boulevard (south) and the louvered screens in the courtyard (west), both of which provide solar shading that allows the building occupants to benefit from passive cooling. The building’s energy efficiency can be enhanced with several types of sustainable design features including solar panels, more efficient heating and cooling systems, and improved glazing performance to reduce operational greenhouse gas emissions.

The selection of drought tolerant landscaping for the Green Hollow Square project will enhance the project’s sustainable design and is commendable. Opportunities exists to achieve this same goal through Alternative 4 by retaining some of the mature plantings and specimens in the courtyard of the Barry Building which also carry historical significance, as called out in the Historic-Cultural Monument designation. The project can meet the intent for sustainable design by incorporating and introducing drought tolerant plants to the existing courtyard in appropriate spaces.¹³

c. Barry Building lends itself to project’s envisioned pedestrian network and gathering spaces.

Another stated set of project objective calls for a commercial project that both, “creates a sense of place for customers and community,” and “provide[s] a design that emphasizes a cohesive, well-defined pedestrian network, within which there are generous public spaces for walking and sitting.”¹⁴ One of the key features of the Barry Building is its orientation around a central courtyard that opens onto San Vicente Boulevard. This courtyard, with its numerous integrated planting beds, is a quintessential example of the type of public gathering spaces that architects of the mid-twentieth century often incorporated into the design of commercial buildings. The unique sense of place provided by the Barry Building’s courtyard is one of the site’s features that

¹² Green Hollow Square. Draft EIR. February 2011. VI-65.

¹³ The courtyard of the Barry Building includes several raised planting beds that form part of the building’s original design. Within these planting beds are several mature plant specimens including a deciduous magnolia, a dracaena, cycads, and three mature palms of various species. These plants, which form the dominant plantings within the courtyard and are associated with its historical significance, should be retained, while drought tolerant plantings can be sensitively introduced in numerous locations among the courtyard’s planting beds.

¹⁴ Green Hollow Square. Draft EIR. February 2011. II-34.

the Brentwood community most identifies with; numerous comment letters received on the NOP for this project emphasized the unique layout of this sheltered courtyard and the opportunities it providing as a gathering space.

While the DEIR states that Alternative 4 “would also not provide the same type of well-defined pedestrian network that would be provided by the proposed project given the retention of the Barry Building,”¹⁵ opportunities do exist to adapt the Barry Building to create a more unified pedestrian network throughout the project site. An example of the this type of flexibility could include the creation of breezeways, achieved through re-allocation of ground floor retail space, to provide direct access to the courtyard from the western and eastern sides of the building. Opportunities may also exist to convert a portion of the roof into usable space to address the height difference between the Barry Building and the taller new buildings.

IV. Impacts to the Coral Trees along Median of San Vicente Blvd. (HCM #148)

The Conservancy is also concerned with the project’s optional design feature for a mid-block turn lane across the San Vicente median. We concur with the finding that allowing removal of some coral trees for new mid-block crossings could have a cumulative impact on the continuous, uninterrupted nature of this linear monument (HCM#148). To avoid setting a precedent, we ask that the optional mid-block turn lane not be adopted as part of any project.

The Conservancy remains committed to working with the applicants, members of the community, and the City Council office to develop a plan that meets the project objectives, respects community priorities, and retains the historic Barry Building and landscape. Thank you for the opportunity to comment on the DEIR for the Green Hollow Square project. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

Sincerely,



Adrian Scott Fine
Director of Advocacy

cc: Councilmember Bill Rosendahl, Council District 11
Ken Bernstein, Department of City Planning, Office of Historic Resources
Brentwood Homeowners Association

¹⁵ Green Hollow Square. Draft EIR. February 2011. VI-65.



May 17, 2010

Submitted electronically

Mr. David J. Somers, Environmental Review Coordinator
Department of City Planning
Los Angeles City Hall
200 North Spring Street, Room 750
Los Angeles, CA 90012
Email: david.somers@lacity.org

Re: Brentwood Town Green – ENV-2009-1065-EIR – Notice of Preparation

Dear Mr. Somers:

On behalf of the Los Angeles Conservancy, we submit these comments on the latest version of the proposed Brentwood Town Green project and the need to consider preservation alternatives for the Barry Building, City of Los Angeles Historic-Cultural Monument #887, as part of the ongoing environmental review process.

The Los Angeles Conservancy is the largest local preservation organization in the United States, with over 6,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural heritage of Los Angeles through advocacy and education. Since 1984, the Conservancy's all-volunteer Modern Committee was worked to raise awareness about Los Angeles' unique collection of mid-twentieth century modernist structures that shaped the tastes and architectural trends of the entire nation.

In 2007, the Conservancy worked closely with the Brentwood community to support designation of the Barry Building as a Historic-Cultural Monument (HCM), having repeatedly met with Friends of the Barry Building, the City Council's office, and representatives of the owners. In addition to its architectural significance, the Barry Building is a beloved community and cultural landmark as evidenced by the hundreds of residents who voiced their support for the nomination. By formally recognizing the significance of the Barry Building, HCM designation defined clear parameters under which project planning can proceed.

In 2009, the Conservancy submitted comments on the Notice of Preparation for the first version of the Brentwood Town Green project, which called for the demolition of the Barry Building. Although the project sought to destroy a designated historic landmark – *as it still does* – the applicants boldly claimed at the time that it would result in “hugely expanded preservation” and further stated they were “unable to recall any greater victory

for historic preservation in the entire history of the City.”¹ In addition to the Conservancy’s comments, which stressed the need to consider an alternative which would adaptively reuse the Barry Building, letters were submitted by more than twenty local residents strongly urging the applicant to retain the landmark Barry Building.

I. The Barry Building could easily be adapted to meet project objectives

With such overwhelming public sentiment in favor of preservation, we are extremely disappointed that the latest iteration of the project once again calls for demolition of the Barry Building. Although no project objectives are explicitly stated in the Notice of Preparation or accompanying Initial Study, the project description contemplates demolition of the Barry Building for construction of “three new two-story commercial buildings consisting of several tenant spaces for retail, restaurant, office, storage, and other local services, in an open-air setting containing several courtyards connected by pedestrian pathways.”² The proposed project also includes 427 parking spaces – about 100 more than are required by code – occupying one level of underground parking under the entire site with the remaining spaces located on a surface parking lot spanning the rear of the project site.

The Barry Building is a two-story commercial building with retail spaces on both levels arranged around a central courtyard. It has always been used for retail and office space – most recently anchored by Duttons Bookstore – and could easily be reconfigured to provide some of the “approximately 25 tenant spaces, ranging from 500 to 5,000 square feet [that] would be oriented around open courtyards” in the proposed project.³

II. The EIR should evaluate a range of reasonable alternatives that retain the Barry Building

A key policy under the California Environmental Quality Act (CEQA) is the lead agency’s duty to “take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history.”⁴ CEQA “requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.”⁵ Courts often refer to the EIR as “the heart” of CEQA because it provides decision makers with an in-depth review of projects with potentially significant environmental impacts and analyzes a range of alternatives that reduce those impacts.⁶

¹ Project Description and Owners’ Statement of Intent, Brentwood Town Green, pp.24-25.

² Initial Study for Brentwood Town Green Project (February 2010), Sec. I-1.

³ *Id.*

⁴ Public Resource Code, Sec. 21001 (b), (c).

⁵ *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41, italics added; also see PRC Secs. 21002, 21002.1.

⁶ *County of Inyo v. Yorty* (1973) 32 Cal.App.3d 795; *Laurel Heights Improvement Association v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1123.

It is undisputed that the proposed project, including demolition of a qualified historical resource, would cause significant and irreversible adverse impacts to cultural resources. Accordingly, the EIR must evaluate at least one potentially feasible alternative that incorporates the Barry Building into the project and retains its eligibility as a historical resource. The EIR should consider a range of options that reuse the Barry Building for retail space or other uses consistent with the project objectives, combined with in-fill construction elsewhere on the site to provide the desired aggregate square footage. Under this alternative, the proposed underground parking level could be built around the perimeter or placed beneath the Barry Building. Because the proposed project seeks to exceed city parking requirements, preservation options should not be considered infeasible simply by failing to provide the total desired number of spaces.

The Conservancy remains committed to working with the applicants, members of the community, and the City Council office to develop a plan that both meets the project objectives and respects community priorities. Thank you for the opportunity to comment on the Notice of Preparation for the Brentwood Town Green project. Please feel free to contact me at (213) 430-4203 or mbuhler@laconservancy.org should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Buhler". The signature is fluid and cursive, with the first name "Mike" and last name "Buhler" clearly distinguishable.

Mike Buhler
Director of Advocacy

cc: Councilmember Bill Rosendahl, Council District 11

([HTTP://WWW.LATIMES.COM/](http://www.latimes.com/))

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Rosendahl urges developer to preserve landmark Brentwood site

MAY 14, 2012 | 3:20 PM



(<https://latimesblogs.latimes.com/.a/6a00d8341c630a53ef0163058a9bac970d-pi>)

This post has been updated. See below for details.

Councilman Bill Rosendahl on Monday reiterated to Los Angeles city planners his support for preserving Brentwood's landmark Barry Building, the former location of Dutton's Books.

In a statement read at a planning hearing in West Los Angeles, Rosendahl urged developer Charles Munger to develop an alternative that would preserve the mid-century modern structure on San Vicente Boulevard as part of his planned Green Hollow Square shopping center. Munger is seeking permission to raze the historic-cultural monument and replace it with a new, much larger retail complex.

"I cannot in good conscience and will not vote at City Council to allow this designated ... landmark to be demolished, especially when the building can be preserved and reused as part of the project," Rosendahl's statement said.

Rosendahl said he had received hundreds of calls, letters and emails from "impassioned citizens, community leaders and experts in the field of architecture, expressing a wide range of well-informed opinions." They expressed concern about the proposed development's potential for increasing traffic congestion, destroying neighborhood character and threatening portions of the boulevard's coral tree median.

Rosendahl said that, although the developer had hired Leo Marmol, a highly regarded architect who has worked in preservation, "he chose not to consider a preservation alternative that would reuse the Barry Building."

Rosendahl again urged the developer to work with a preservation architect to devise a project that would meet with residents' approval. Dozens of residents and preservationists in attendance applauded the remarks.

One resident called Rosendahl's statement "a home run." Green Hollow Square officials could not immediately be reached for comment.

[Updated, 7:57 p.m. May 14: A Green Hollow Square representative said in an email Monday evening that the developer "will continue to work with the community and the councilman to make Green Hollow Square a reality for Brentwood."

"We have listened to the community and increased parking, mitigated traffic impacts and downsized the project to below city requirements. At the hearing today, we had many supporters from the Brentwood area come and share their thoughts ... about how Green Hollow Square will enhance their lives and Brentwood and create a new space to gather, socialize and enjoy."]

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-- Martha Groves

Photo: People make their way through the courtyard area of the Barry Building in Brentwood in 2009. Credit: Genaro Molina / Los Angeles Times

Comments

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Bradley Furuya <bradley.furuya@lacity.org>

Please Help Us Save the Barry Building

1 message

Victoria Kato <victoriakkato@gmail.com>
To: bradley.furuya@lacity.org

Sat, Dec 19, 2020 at 1:53 PM

Dear Mr. Furuya,

The Barry Building was the community hub of my childhood. I came of age wandering it's halls while Dutton's Books was still in business. I can still remember standing in line for hours on it's elegantly curving staircases with all of my friends, dressed up in costumes and waiting for each new Harry Potter book to drop at midnight. I spent countless afternoons in the courtyard reading under the trees while my parents shopped. I attended community events and author talks that sparked a love of philosophy and history that carried me to college. It is where I explored who I was and who I wanted to be. I grew up in that building, as did so many of my friends and neighbors, where we came together regardless of class or race. Brentwood has too few of these places, but this building has always represented the best parts of our community.

You can imagine, then, how painful it has been to watch the Barry Building sit unused, closed to the public, deliberately left to age prematurely due to the neglect of its owners. We have been made to live with years of ever-increasing regret that we did not do more to save it. The plans to redevelop the site that forced the closing of Dutton's Books dealt a devastating blow to the community, one that Brentwood has never really recovered from.

But that space, which is so culturally relevant to us, can easily be adapted and reused. It can be what it once was, a place to gather, to share ideas, to honor the character and heritage of our neighborhood, and to celebrate our place in this great city. With so many viable preservation options readily available, allowing the demolition of this historic landmark would be nothing short of shameful. The precedent that this would create would be utterly devastating for not just our community, but for all communities across Los Angeles. The owners have willfully neglected this property with the intention of circumventing the meager protections afforded to our cultural monuments, behavior which should be condemned. Please don't reward such bad behavior and the unchecked greed of it's owners at the neighborhood's expense.

In these hard times, we need to protect our historic places, our community identity, more than ever before. 2020 has already taken so much from our communities; so many people, businesses and places have been lost to the pandemic and the subsequent economic recession, making preservation all the more important. We will need to be able to come together again, especially after a year or more of being forced apart. The Barry building can give us that sense of togetherness again, the comfort of tradition and of collective belonging. That is why we must explore all preservation options available to us.

Please help us save this place. It is so much more than a building.

Thank you for your time and consideration. Stay safe and be well.

Very best regards,

Victoria Kato
Brentwood resident since 1990



Bradley Furuya <bradley.furuya@lacity.org>

Save the Barry Building

1 message

Wiley Hickson <wileyhickson@gmail.com>
To: bradley.furuya@lacity.org

Mon, Dec 21, 2020 at 11:02 AM

Dear Mr. Furuya,
I'm writing to strongly urge you to help save the Bradley building. Preserving this building is essential to the character, culture, and link to the history of Los Angeles. Thank you for your time.
-Wiley Hickson

Sent from my iPhone

Bradley Furuya <bradley.furuya@lacity.org>

Please preserve the Barry Building

1 message

WP <willowpappa@gmail.com>
To: bradley.furuya@lacity.org

Sat, Dec 19, 2020 at 4:16 PM

Dear Mr. Furuya,

I am writing today to urge you to preserve the Historic Cultural Monument (HCM), the Barry Building. If not protected by HCM status, a dangerous precedence would be established by allowing the demolition of the Barry Building to advance. Additionally, allowing the owners to use "neglect" to forward their greedy desires, would be to reward disgusting behavior while dismissing the value of this architectural gem. Please don't place monetary value over cultural value, which can't be replaced or replicated....once it is gone it is gone forever and therefore deserves the protections that have been put in place to insure its security for generations to come to admire.

Thank you for your consideration,
Willow

Willow Pappageorge
323.385.2830
willowpappa@gmail.com