LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

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

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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, 37th 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.

- ☐ Aesthetics
- ☐ Agriculture & Forestry Resources
- ☒ Air Quality
- ☐ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☐ Geology / Soils
- ☒ Greenhouse Gas Emissions
- ☐ Hazards & Hazardous Materials
- ☐ Hydrology / Water Quality
- ☒ Land Use / Planning
- ☐ Mineral Resources
- ☒ Noise
- ☐ Population / Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☐ Utilities / Service Systems
- ☐ Wildfire
- ☒ 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	City Planning Associate
PRINTED NAME	**TITLE**
Bradley Furuya	11/18/2020
SIGNATURE	**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 that 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.

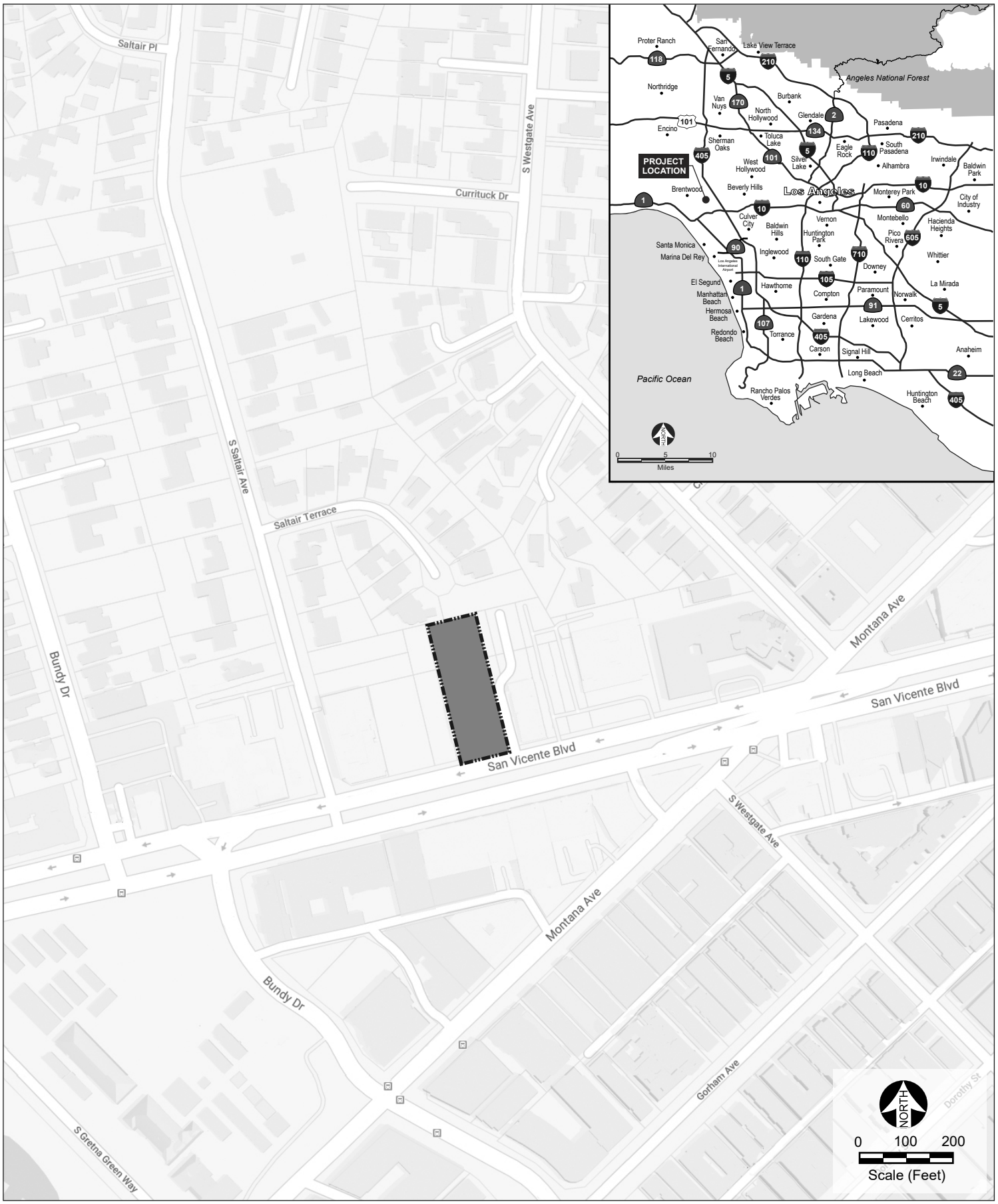
The Project Site is located within the boundaries of the San Vicente Scenic Corridor Specific Plan, which establishes streetscape, and urban design criteria to protect the pedestrian-scale and community-oriented commercial nature along San Vicente Boulevard. The Site also falls within the West Los Angeles 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

Source: Historic Resources Group, May 2017.

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

Source: Historic Resources Group, May 2017.

Barry Building, courtyard, view looking southwest.

Barry Building, courtyard, view looking northeast.

Figure 3-6
Views of the Project Site 3

Source: Historic Resources Group, May 2017.

Barry Building, east façade, view looking southwest.

Barry Building, north façade, view looking southwest.

Figure 3-7
Views of the Project Site 4

Source: Historic Resources Group. May 2017.

Barry Building, west façade, view looking southeast.

Barry Building, north and east façades, view looking southwest.

Figure 3-8
Views of the Project Site 5

Source: Historic Resources Group, May 2017.

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?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

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
7.G.: The following standards shall apply to the landscaped buffer required in Sections 7E and 7F: 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	**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.

Table 4.I-3
Project Consistency with Applicable Provisions
of the San Vicente Scenic Corridor Specific Plan

Provision	Project Consistency
shall be evenly dispersed throughout the parking lot area. 5. The required trees shall be no smaller than 15-gallon container size at the time of planting. 6. Ground cover shall be planted to insure full coverage within six months. 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. 8. No artificial plant materials shall be permitted. 9. The landscape plan shall identify the placement, species, height, and a sprinkler system for all plant materials within the landscaped buffer areas.	
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.	**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.
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.	**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.
13.B: Temporary construction fences required by the Los Angeles Municipal Code shall be painted a single earth tone color.	**Consistent.** The construction fence placed around the Project Site would be painted a single earth tone color.
Source: San Vicente Scenic Corridor Specific Plan.	

Table 4.I-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.I-5
Project Consistency with Applicable Provisions
of the Citywide Design Guidelines

Guideline	Project Consistency
8: Protect the Site's natural resources and features. • 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☒	☐	☐	☐
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?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

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 (O_3) 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 O_3, $PM_{2.5}$. PM_{10}, 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
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

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 in 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?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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, PM_{10}, 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&_afrLoop=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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

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 closet 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 subjection 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?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

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?	☐	☐	☐	☒
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?	☒	☐	☐	☐

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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 Zone[44] 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?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
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?	☐	☐	☐	☒

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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

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 Haywayrd 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 Haywayrd 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp cures or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☒	☐	☐	☐

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	☒	☐	☐	☐
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?	☐	☐	☐	☒
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

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 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☒	☐	☐	☐
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)?	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

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

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

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

www.cycarlberg.com

FEBRUARY 29, 2020
REV. NOVEMBER 2, 2020

CITY OF LOS ANGELES TREE REPORT

TABLE OF CONTENTS

Carlberg ASSOCIATES
Horticulturists and
Registered Consulting
ARBORISTS

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@cycarlberg.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	*Washingtonia robusta*	**BT-40'	45	10 x 10	B	B	No	slight crook in trunk halfway up
2	Chinese windmill palm	*Trachycarpus fortunei*	BT-20'	25	6 x 6	B	B	No	water stress, drying fronds, in planter
3	king palm	*Archontophoenix cunninghamiana*	BT-30'	35	6 x 6	B-	A	No	water stress, drying fronds, in planter
4	queen palm	*Syagrus romanzoffiana*	BT-35'	42	20 x 20	B	A	No	water stress, drying fronds, in planter
ST-5	London plane	*Platanus* x *acerifolia*	9	20	16 x 16	B	B	**Yes**	City of Los Angeles right-of-way tree
ST-6	London plane	*Platanus* x *acerifolia*	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

N

EXHIBIT B - REDUCED COPY OT TREE LOCATION MAP

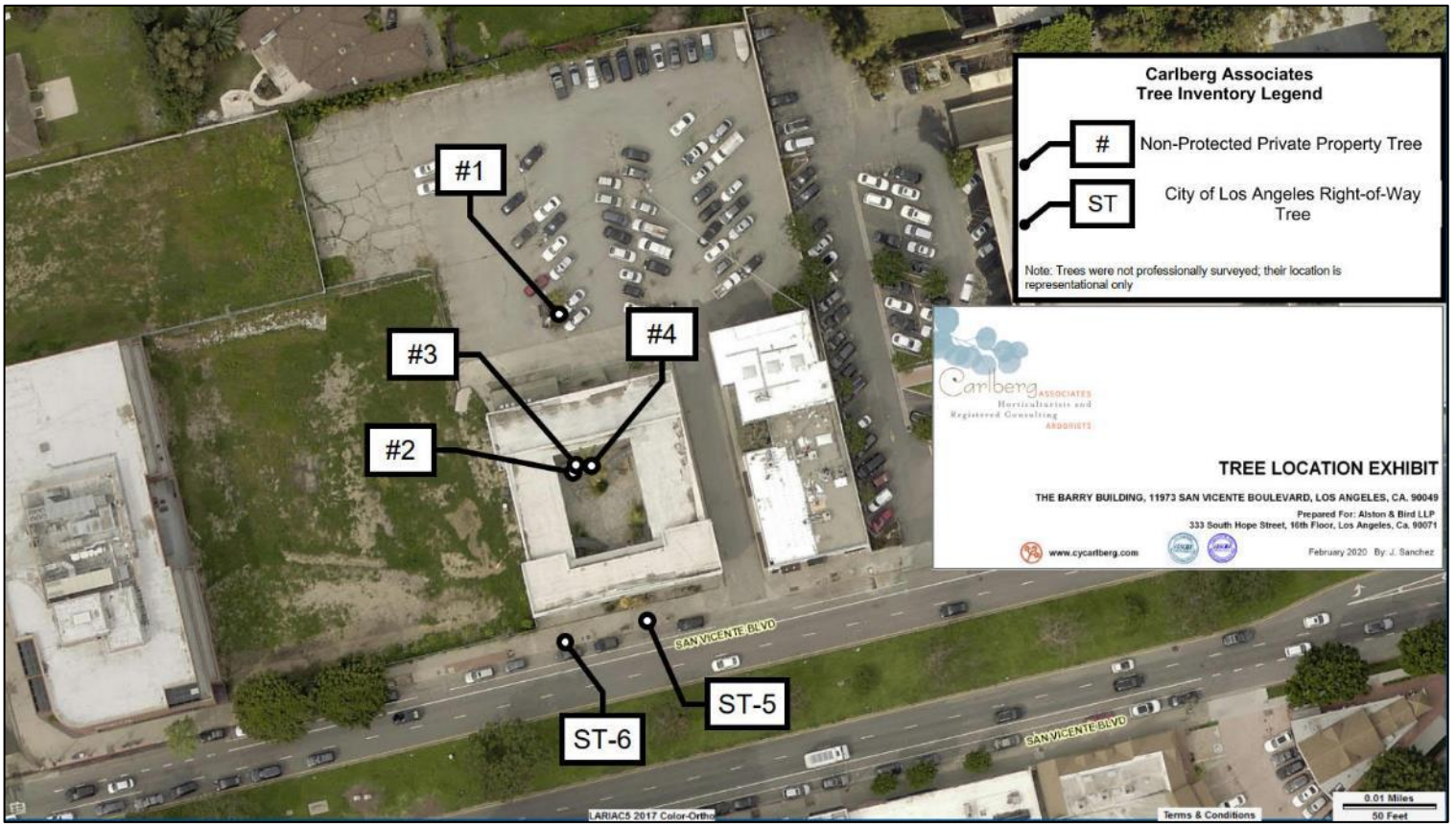
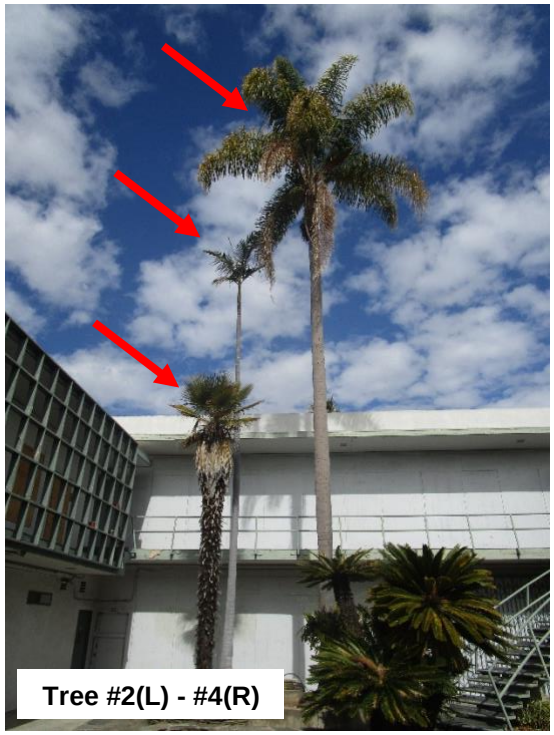


EXHIBIT C – CAPTIONED TREE PHOTOGRAPHS

Tree #1



Tree #2(L) - #4(R)

Tree ST-5

Tree ST-6

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 Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
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

Education
Graduate, Environmental Horticulture Program, El Camino College, Torrance, California, 2002
Graduate, Hawthorne High School, Hawthorne, California, 1995

Experience
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

Certificates
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 South Gate
Metropolitan Transit Authority
E & S Ring, Inc.
Hollywood Forever Cemetery
Archdiocese of Los Angeles
City of Signal Hill
Kovac Architects
City of Torrance
Ojai Valley Community Hospital
The Kibo Group
Monte Vista Grove Homes
Google Venice
John Anson Ford Theater
The Village Green, Baldwin Hills
Camp Munz/Mendenhall
Hotel Figueroa
California State University, Long Beach
Pacific Charter School
Mill Creek Development
Los Angeles Unified School District
City of LA – Department of Water & Power
Claremont Golf Course
The New Home Company
William Carey University
City of Inglewood
Universal Hilton
Gensler Architects
Marmol Radziner, Architects
Rose Bowl Stadium
Aurora/Signature Health Services
Colfax Charter Elementary School
Highpointe Communities
Snapchat
Los Angeles Football Club
Monte Cedro Senior Living
Southern California Edison
Howard Hughes Center
Katella High School, Anaheim
Square One Homes
EPT Landscape Architecture
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

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

GEOCON
WEST, INC.

GEOTECHNICAL
ENVIRONMENTAL
MATERIALS

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)

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.

PROFESSIONAL GEOLOGIST
SUSAN FRANZEN KIRKGARD
No. 1754
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Susan F. Kirkgard
CEG 1754

REGISTERED PROFESSIONAL ENGINEER
JELISA THOMAS ADAMS
GE3092
GEOTECHNICAL
STATE OF CALIFORNIA

Jelisa Thomas Adams
GE 3092

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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 an 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 form 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

LACPDW 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)

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 Ss greater than or equal to 1.0g and for Site Class "D" and "E" sites with S1 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.

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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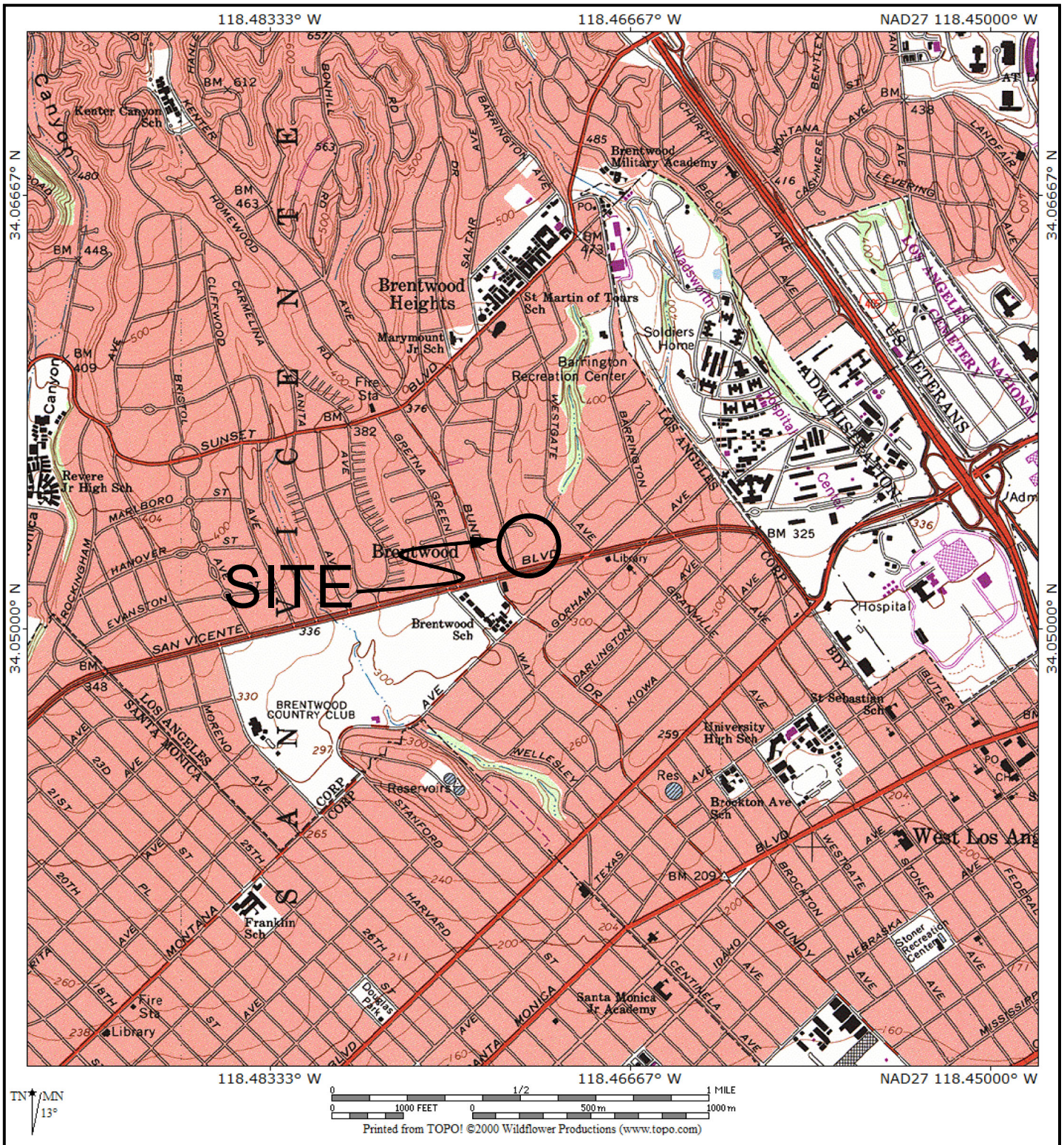

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GEOCON WEST, INC.

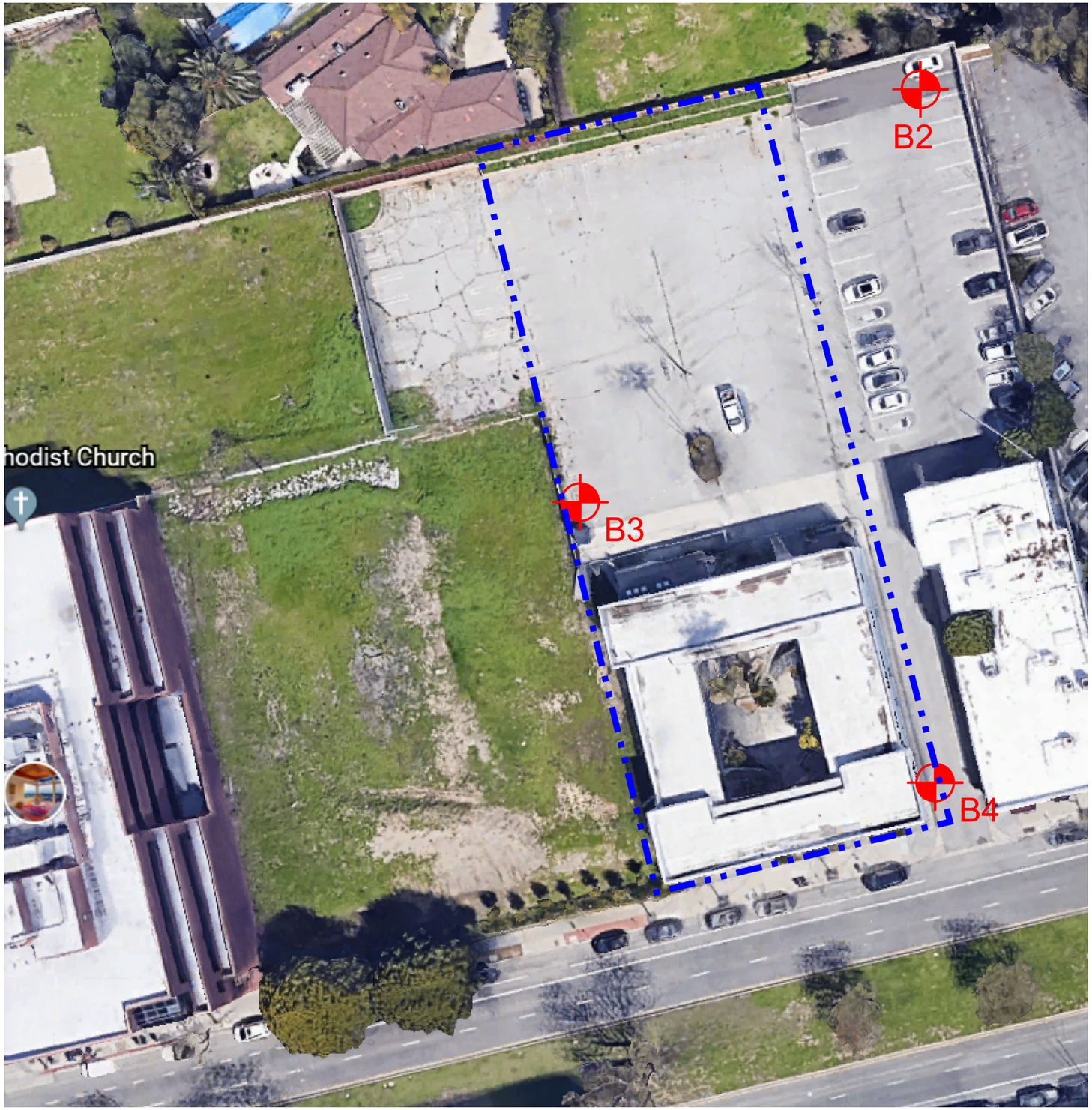
ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

VICINITY MAP

11973 & 11975 SAN VINCENT BOULEVARD LOS ANGELES, CALIFORNIA

DRAFTED BY: JA	CHECKED BY: SFK

JUNE 2020	PROJECT NO. W1188-06-01	FIG. 1



NO SCALE

LEGEND

Approximate Location of Property Line

Approximate Location of Boring (Geocon 2009)
B4

Note: B1 located beyond map limits.

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W E S T, I N C.

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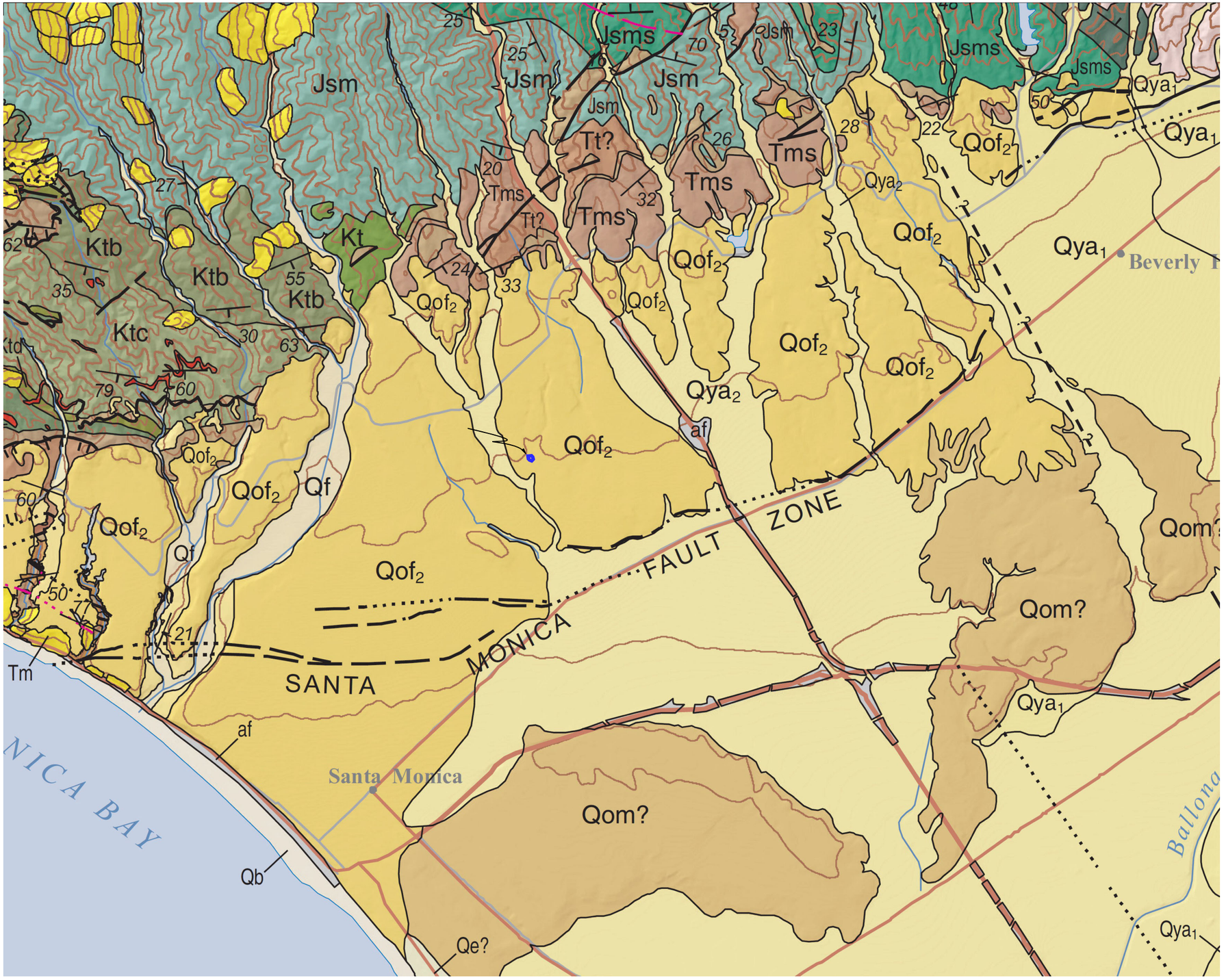
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: JA	CHECKED BY: SFK

SITE PLAN

11973 & 11975 SAN VINCENTE BOULEVARD
LOS ANGELES, CALIFORNIA

JUNE 2020	PROJECT NO. W1188-06-01	FIG. 2



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)

NORTH

0 3500 7000

MAP REFERENCE: C.G.S., 2014, PRELIMINARY GEOLOGIC MAP OF THE LOS ANGELES 30'x60' QUADRANGLE, CALIFORNIA

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WEST, INC.
ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

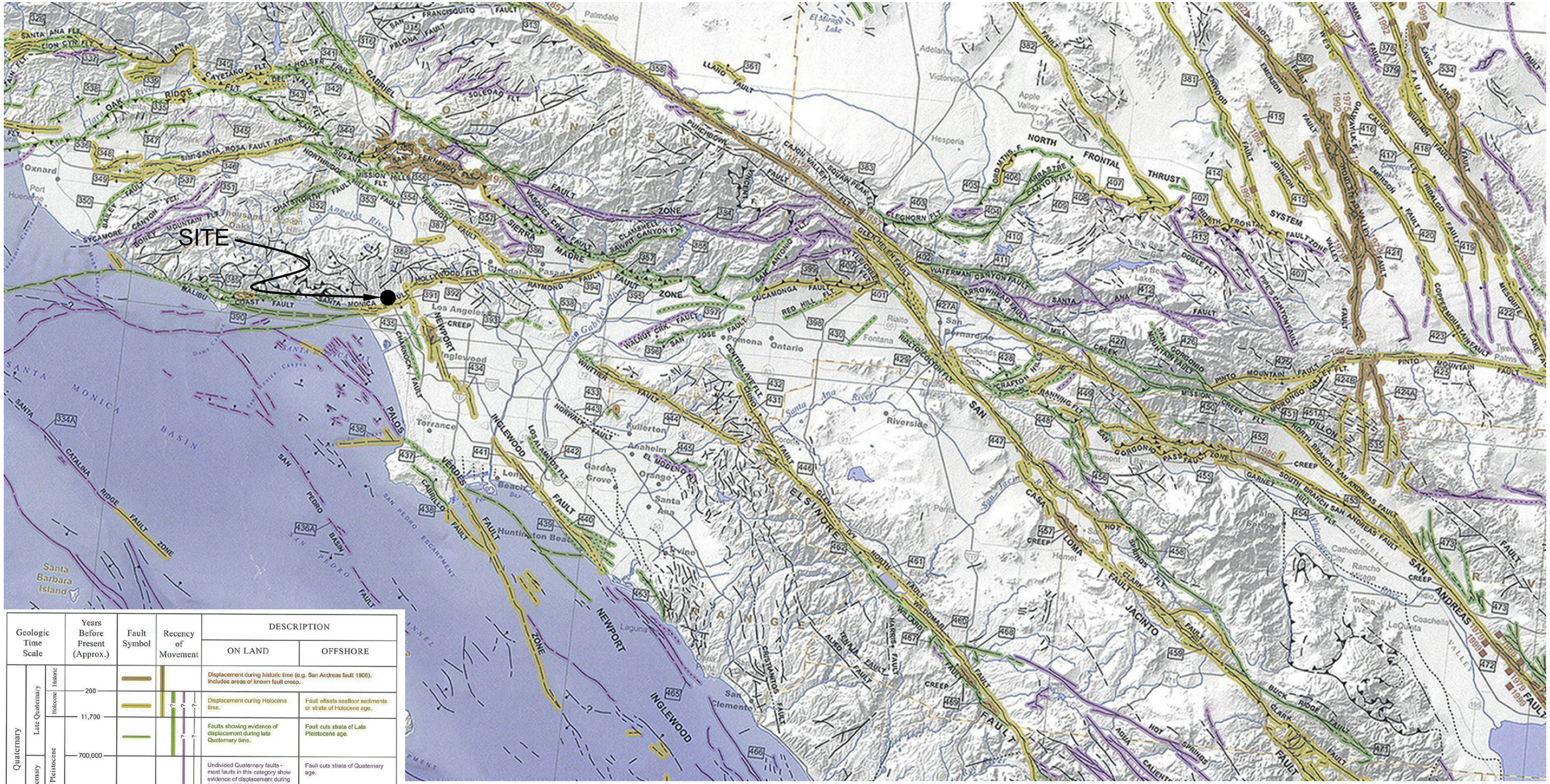
DRAFTED BY: CB	CHECKED BY: SFK

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	DESCRIPTION: OFFSHORE
Quaternary	Late Quaternary	Historic	200			Displacement during historic time (e.g. San Andreas fault 1906). Includes areas of known fault creep.	
		Holocene	11,700			Displacement during Holocene time.	Fault offsets seafloor sediments or strata of Holocene age.
		Pleistocene				Faults showing evidence of displacement during late Quaternary time.	Fault cuts strata of Late Pleistocene age.
	Early Quaternary		700,000			Undivided 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.
Pre-Quaternary			1,600,000*			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.
			4.5 billion (Age of Earth)				

* Quaternary now recognized as extending to 2.6 Ma (Walker and Geissman, 2009). Quaternary faults in this map were established using the previous 1.6 Ma criterion.

0 12 24 Miles

GEOCON WEST, INC.

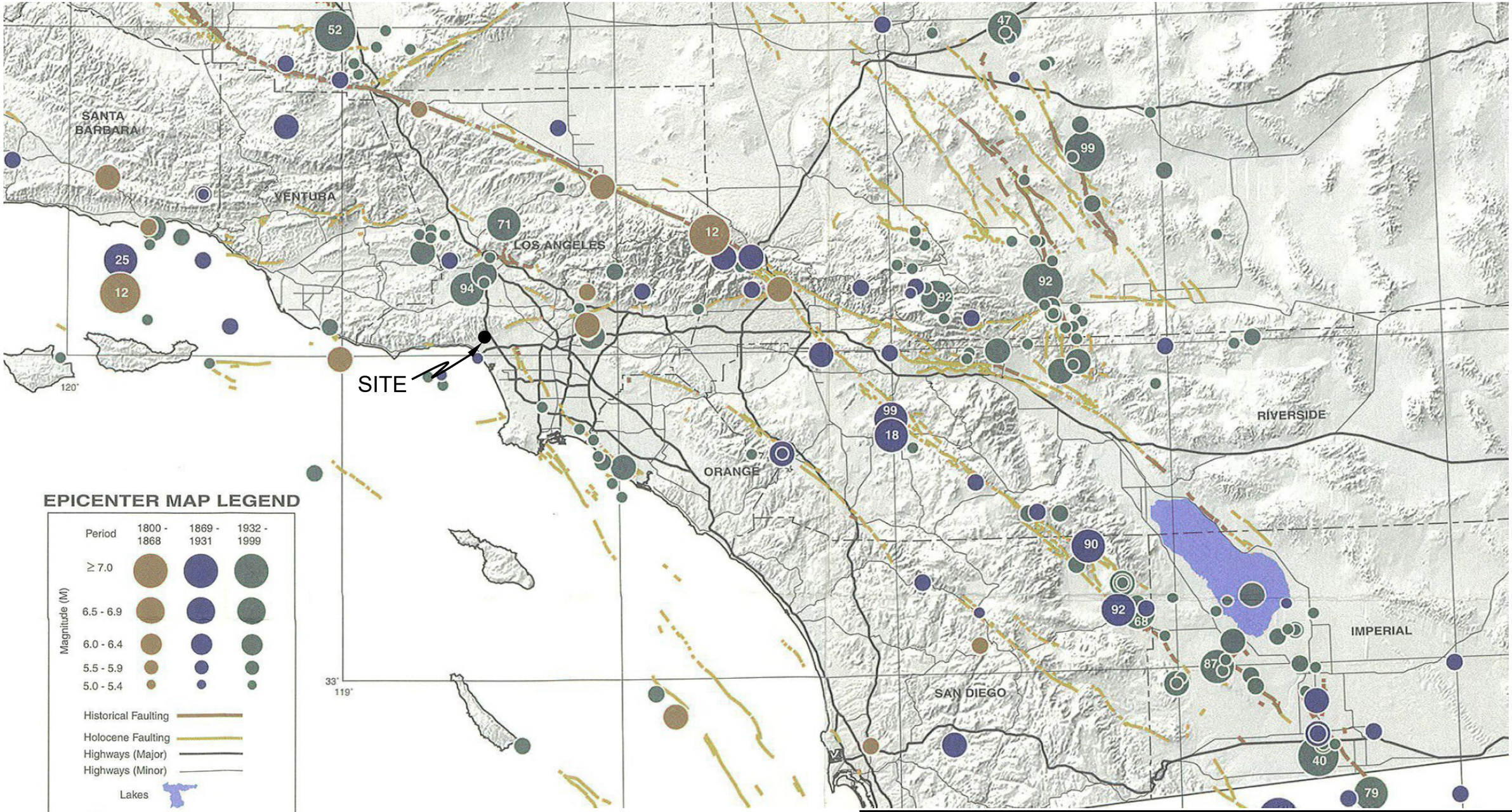
ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: RMA | CHECKED BY: SFK

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
≥ 7.0			
6.5 - 6.9			
6.0 - 6.4			
5.5 - 5.9			
5.0 - 5.4			

Magnitude (M)

Historical Faulting

Holocene Faulting

Highways (Major)

Highways (Minor)

Lakes

65 Last two digits of M ≥ 6.5 earthquake year

Reference: Toppozada, 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.

0 20 40 Miles

GEOCON WEST, INC.

ENVIRONMENTAL GEOTECHNICAL MATERIALS
3303 N. SAN FERNANDO BLVD. - SUITE 100 - BURBANK, CA 91504
PHONE (818) 841-8388 - FAX (818) 841-1704

DRAFTED BY: RMA | CHECKED BY: SFK

REGIONAL SEISMICITY MAP

11973 & 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

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

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

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

Appendix D:

Sacred Lands File Search

NATIVE AMERICAN HERITAGE COMMISSION

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

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;

- 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., #231 Gabrielino
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.