

CROSSINGS CAMPUS

Addendum to Draft Environmental Impact Report State Clearinghouse No. 2021110079

**Prepared for
City of Culver City
Culver City Case Nos:
P2022-0144 CP/ZCMA
P2021-0272-EIR**

November 2023



ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE CROSSINGS CAMPUS PROJECT

1. Introduction

This document is an Addendum to the Environmental Impact Report (EIR) prepared for the Crossings Campus Project (State Clearinghouse No. 2021110079), which was certified by the City of Culver City in December 2022 (Certified EIR). In accordance with the California Environmental Quality Act (CEQA), this Addendum analyzes impacts associated with the removal of five (5) trees within the median along Venice Boulevard adjacent to the Project Site as part of the approved Project's off-site traffic improvements and demonstrates that all of the potential environmental impacts associated with the would be within the envelope of impacts already evaluated in the Certified EIR.

2. CEQA Authority for Addendum

CEQA establishes the type of environmental documentation required when changes to a project occur after an EIR is certified. Specifically, Section 15164(a) of the CEQA Guidelines states that:

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

Section 15162 of the CEQA Guidelines requires a Subsequent EIR when an MND has already been adopted or an EIR has been certified and one or more of the following circumstances exist:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

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

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

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

As demonstrated by the analysis herein, the removal of five (5) trees within the Venice Boulevard median would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Rather, all of the impacts associated with the tree removal activities are within the envelope of impacts addressed in the Certified EIR and do not constitute a new or substantially increased significant impact. Based on this determination, the tree removal activities do not meet the requirements for preparation of a Subsequent or Supplemental EIR pursuant to Section 15162 of the CEQA Guidelines.

A. Overview of Approved Project

The Certified EIR evaluated the development of the Crossing Campus on an approximately 4.46-acre (194,334-square-foot [sf]) site at 8833 and 8825 National Boulevard and 8771 Washington in Culver City, California, 90232 (Culver City Parcel); and 8876, 8884, 8886, and 8888 Venice Boulevard and 8827 and 8829 National Boulevard in Los Angeles, California, 90232 (Los Angeles Parcel). The Project Site is bounded by Venice Boulevard to the north, Washington Boulevard to the south, National Boulevard to the west, and existing commercial uses to the east. The Project would remove all on-site buildings to construct an office complex totaling 536,000 sf. The Project would also include pedestrian-facing landscaping at the ground floor on National Boulevard and Venice Boulevard, a 7,120 sf publicly accessible, privately maintained amenity area along Washington Boulevard, as well as a 51,600 sf internal courtyard for the use of employees and occasional private tenant events.

Vehicular access to the new below-grade parking, as well as loading docks and trash areas, would be provided via two driveways that would be part of existing driveways and curb cuts along National and Washington Boulevards and a new driveway and curb cut adjacent to the existing Helms Alley driveway along Venice Boulevard. Both driveways would provide right-turn only ingress and right-turn only egress. A third, secondary driveway from Washington Boulevard would provide right-turn ingress for employee vehicles and emergency vehicles to the Culver City and Los Angeles Parcels.

As part of the Draft EIR, an Alternate Project Access Alternative (Alternative 4) was included that retained the same design, use programming and building configurations as the Project. However, the difference in Alternative 4 compared to the Project is the addition of a traffic signal at the intersection of Venice Boulevard and the proposed driveway along Venice Boulevard, located at the eastern edge the northern Project Site boundary, and the removal of office-related vehicular access on Washington Boulevard (the Washington Boulevard driveway would continue to serve as emergency access). As the required demolition, building sf, heights, land use uses, amenity areas, and proposed subterranean parking would be the same under Alternative 4 and the Project, it was assumed that the overall duration and intensity of construction under Alternative 4 would be similar to that of the Project.

Given that the on-site Project characteristics would be essentially the same under both Alternative 4 and the Project, it was concluded that impacts related to aesthetics, air quality, cultural resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, tribal cultural resources, and utilities and service systems would be similar to those of the Project and no further analysis was required. The Draft EIR concluded that the proposed signal along Venice Boulevard would not materially impact the analysis and conclusions of these issue areas. However, the proposed signal would affect trip distribution and intersection volumes, which may impact noise and transportation impacts. As such, analyses related to noise and transportation were provided in the Draft EIR. It was determined that the impacts to noise and transportation would be similar to the approved Project.

Ultimately, the Project approved by the City of Culver City and the City of Los Angeles included the traffic signal at the intersection of Venice Boulevard and the Project's proposed driveway along Venice Boulevard.

The Initial Study prepared for the Project evaluated the removal of seven (7) street trees along Venice Boulevard within the Street Report, dated October 2021, and included as Appendix A of the Initial Study. As discussed therein, for any street tree removal in the City of Los Angeles, Project landscaping would comply with applicable Los Angeles Municipal Code (LAMC) and Urban Forestry Division requirements, which currently require street tree replacement on a 2:1 basis and approval by the Board of Public Works. Thus, the approved Project was required to provide fourteen (14) replacement street trees. In addition, during the final design phase of the Project, and prior to the start of the demolition/construction phase, the Project would submit a final landscape plan to the City of Los Angeles for approval by the City's Chief Forester and the Director of the Bureau of Street Services. The final landscape plan would include provisions to either protect in place the existing protected trees in or adjacent to the Project Site, per the requirements of the City of Los Angeles Tree Preservation Ordinance, or replace the removed non-protected street trees at a 2:1 ratio

or pay in-lieu fees to the City of Los Angeles. Through compliance with applicable street tree removal and replacement provisions of the LAMC, impacts on street trees/tree removal would be less than significant, and this biological resource issue was appropriately not evaluated further in the EIR. This analysis applied to the Project evaluated in the EIR, including Alternative 4, which included the off-site traffic improvements. The EIR did not specifically include or evaluate removal of any trees within the Venice Boulevard median.

B. Proposed Tree Removal Activities

The approved design of the traffic signal improvements along Venice Boulevard adjacent to the Project Site would require the removal of five (5) additional trees within the median of Venice Boulevard as set forth in the November 2023 Tree Report (Attachment A). Four (4) of the median trees are sweetgum (*liquidambar styraciflua*) of at least 25 feet in height in fair/poor condition and the other tree is a smaller 8-foot tall median tree. See attached Tree Report (November 2023), prepared by The Trees Resources, for additional details of the median trees to be removed by the Project.

C. Analysis of Proposed Modifications

As with the seven (7) street trees along Venice Boulevard evaluated within the Street Tree Report (October 2021) included within the Project's Initial Study, the five (5) median trees would require removal and replacement in a similar manner as the street trees evaluated in the Initial Study (and confirmed in the November 2023 Tree Report). That is, the removed median trees would be replaced at 2:1 ratio, subject to approval by the City of Los Angeles Board of Public Works, as well as depicted on a final landscape plan for approval by the City's Chief Forester and the Director of the Bureau of Street Services. The replacement trees could be provided at off-site locations, or the Project Applicant would pay in-lieu fees in accordance with LAMC requirements, as applicable. The removal and replacement of these 5 additional trees would increase the overall number of removed trees from seven (7) to twelve (12), and would increase the number of replacement trees for the Project from 14 to 24.

The removal of these additional five (5) street trees would not in any way substantially affect or materially change the analysis of impacts for the Project or Alternative 4 in the Draft EIR, including the analysis of impacts regarding aesthetics or biological resources in the Project's Initial Study. As stated above, the Project would continue to comply with applicable City of Los Angeles tree replacement requirements to ensure it does not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. As confirmed by the November 2023 Tree Report, none of the removed median trees are considered protected trees per the City of Los Angeles Native Tree Protection Ordinance. Construction activities and associated equipment use needed for the tree removal activities as part of a maximum intensity construction day would be similar to that evaluated in the Draft EIR. The Project's Construction Management Plan, included as Project Design Feature TRAF-PDF-1 in the Draft EIR, would be prepared in a similar manner as evaluated in the Draft EIR. Also, the overall construction schedule would not be affected by these nominal construction activities in consideration of the Project's 3-year construction schedule. In the long-term, the net increase in trees would be greater since the

number of replacement trees would increase from 14 to 24. The increase in replacement trees would result in long-term benefits to biological resources as compared to those associated with the previously approved Project.

Based on the above, the proposed additional street tree removal activities would not result in any new additional significant impacts, nor would it substantially increase the severity of previously anticipated significant impacts. Thus, a new or substantially greater significant impact would not result from the proposed removal of 5 (five) additional street trees in the Venice Blvd median. In addition, all of the mitigation measures included as part of the EIR would continue to be implemented, specifically MM-BIO-1, implementation of mitigation to reduce impacts to migratory and/or nesting bird species. As all of the impacts would be within the envelope of impacts identified in the Certified EIR, no additional environmental analysis pursuant to Section 15162 of the CEQA Guidelines is necessary.

ATTACHMENTS

- Tree Report, prepared by The Tree Resource, dated November 2023.



TREE REPORT

PREPARED FOR

Culver Crossings Properties, LLC
One Apple Park Way, MS 119RE
Cupertino, CA 95014

PROPERTY

8888 Venice Blvd
Los Angeles CA 90232

CONTACT

Morgan Bell - Trammell Crow Company
2221 Rosecrans Avenue
El Segundo, CA 90245

November 20, 2023

PREPARED BY

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TREE REPORT

8888 Venice Blvd, Los Angeles, CA 90232

SUMMARY

PROJECT OVERVIEW	
Site Address	8888 Venice Blvd, Los Angeles, CA 90232
Project Description	New Commercial Construction
Number of Protected Trees on Site	0
Number of Recommended Removals	12 Street Trees (7 parkway sidewalk trees and 5 median)

This Tree Report was prepared at the request of the property owner, Culver Crossings Properties, LLC, who is preparing to build a commercial high rise on this property.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are twelve (12) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees**. All twelve (12) trees are recommended for removal. Seven (7) are located on the sidewalk parkway and five (5) are located in the median.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Evaluation of potential construction impacts
- Photographs of the subject trees are included in Appendix B
- Matrix of proposed tree removals

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

STREET TREES

REMOVAL: Twelve trees #1 - #12 are recommended for removal for the Culver Crossings project. Seven (7) of the trees are located in the parkway and five (5) of the trees are located in the existing median.

SIDEWALK TREES IMPACT: The seven (7) sidewalk parkway trees will be impacted by the project, repair of the sidewalk which is in disrepair, installation of new infrastructure and other root impacts. Also, as this report illustrates in the photo appendix, these trees have a collection of defects such as decay, old topping cuts, leaning and asymmetrical canopies, restricted root zones that have been impeded by the small tree wells, sidewalk cracking and lifting, and a variety of issues that have reduced the structural integrity and vigor of these trees. The proposed construction will have significant impacts to their root zones and will cause impacts that may increase the likelihood of total root plate failure.

MEDIAN TREES IMPACT: The five (5) median trees will be impacted by the LADOT requirements to install a traffic signal at this location. (see attached LADOT letter). These trees are located in a center median that will be removed for the required installation of a traffic signal and accompanying infrastructure.

CONCLUSION: Due to these significant impacts to the trees, these twelve (12) trees are recommended for removal.

REPLACEMENT: These trees will be replaced 2:1 at the satisfaction of the City of Los Angeles Urban Forestry Division. All trees will be Coast Live Oak (*Quercus agrifolia*) per recommendation of UFD.

QUANTITY: Twelve (12) new parkway trees will be installed along the front and side of the new project.

Ten (10) of these trees will be planted on Venice Blvd. They are spaced a minimum of twenty (20') feet apart and with spacing distances per the UFD guidelines from other infrastructure, light posts, utility boxes, driveway access, etc.

Two (2) of these trees will be planted on National Blvd and also adhere to the UFD spacing guidelines.

The other 1:1 twelve (12) trees will be addressed through the owner paying an “en lieu” fee to the City of Los Angeles

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

October 31, 2022

TRAFFIC
CONTROL
REPORT10 – Hwd/Wilsh #160592
Venice Bl & Ivy St/Project Dwy

TRAFFIC SIGNAL

DETERMINATION

1. That a traffic signal, along with all appropriate signs, crosswalks, red curb, and pavement markings, be authorized for installation at the intersection of Venice Boulevard and Ivy Street/Project Driveway. (Sections 80.08, 80.08.2, 80.37, 80.55 LAMC.)
2. That the authority for the STOP signs, and all associated markings, controlling southbound traffic on Ivy Street at its intersection with Venice Boulevard be rescinded upon the activation of the traffic signal. (Section 80.07.1 LAMC)
3. That the traffic signal improvements be designed and installed under the B-Permit process of the Bureau of Engineering with all costs of design and construction to be borne by the applicant.

DISCUSSION

A Traffic Signal Warrant Analysis for the intersection of Venice Boulevard and Ivy Street/Project Driveway was received from Fehr & Peers, Traffic Engineering Consultants, on behalf of a project being developed at 8888 Venice Boulevard. The Crossings Campus Development (“Project”) fronts the south side of Venice Boulevard, bounded by National Boulevard to the west, and the Helms Bakery Building (8830 Venice Boulevard) to the east. The Project will construct two, four- to five-story buildings that will provide a total of 536,000 square feet of new office space, which is intended to be occupied by Apple, Inc.


The Los Angeles Department of Transportation (LADOT) has reviewed the Traffic Signal Warrant Analysis, submitted on behalf of the Project applicant. The Traffic Signal Warrant Analysis included an investigation of the physical conditions and existing traffic operations in the area, a conservative review of future anticipated traffic volumes, and an analysis of collisions reported to the City of Los Angeles Police Department over the most recent five-year period available. Vehicle trip generation was estimated for future land uses that would add trips through the study intersection.

The study revealed that Venice Boulevard is designated as a Modified Boulevard II in the City’s Mobility Plan 2035. Ivy Street, located to the north of Venice Boulevard, is designated as a Local Street. The Project Driveway, located to the south of Venice Boulevard, is a Private Driveway which provides access to the Project site. Venice Boulevard is 108 feet wide and has a posted speed limit of 40 mph. It is striped with three lanes, and a parking-protected bike lane in each direction. This portion of Venice Boulevard carries over 40,000 vehicles per day, and has a 16 foot wide raised median separating the eastbound and westbound directions. The median will be modified accordingly by the Project applicant during the time of the signal construction in order to accommodate the future signal’s design. Ivy Street

has a speed limit of 25mph, and has a single lane in each direction. The Project Driveway on the south side of Venice Boulevard is being modified to accommodate two-way traffic, and will have one lane in each direction. Based on the “Existing Plus Project” analysis, the location meets Warrant 3 (Peak-Hour Volume) in LADOT’s Traffic Signal Warrants guideline. Future projected traffic volumes related to the Project show that an unusual case will be created, where heavy usage of the Project Driveway during the PM Peak Hour for egress will occur. Considering the size of the proposed development (536,000 square feet of office space), it is estimated that this campus will have a significantly large number of employees, many of whom will be exiting the campus from this driveway during a short period of time. The Traffic Study estimates a northbound left-turn volume that in itself satisfies the threshold values set forth in the Peak Hour Warrant.

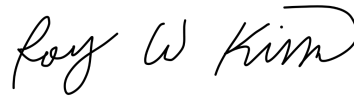
Therefore, the installation of a traffic signal, as described in the Determination, will provide for the safe and efficient movement of vehicular and pedestrian traffic at the intersection of Venice Boulevard and Ivy Street/Project Driveway, and is recommended.

Recommended By:



BHUVAN BAJAJ, P.
Transportation Engineer
Hollywood-Wilshire District

Approved by:



ROY W. KIM, P.E.
Senior Transportation Engineer
District Operations East

c: Fehr & Peers (Attn: Jeremiah LaRose)
Trammel Crow Company (Attn: Gabriel Hungerford)
Office of Councilmember Heather Hutt (Attn: Kimani Black)

BB:TCR – Venice Bl & Ivy St/Project Dwy.signal

APPENDIX A.1 - AERIAL IMAGE of PARKWAY TREES

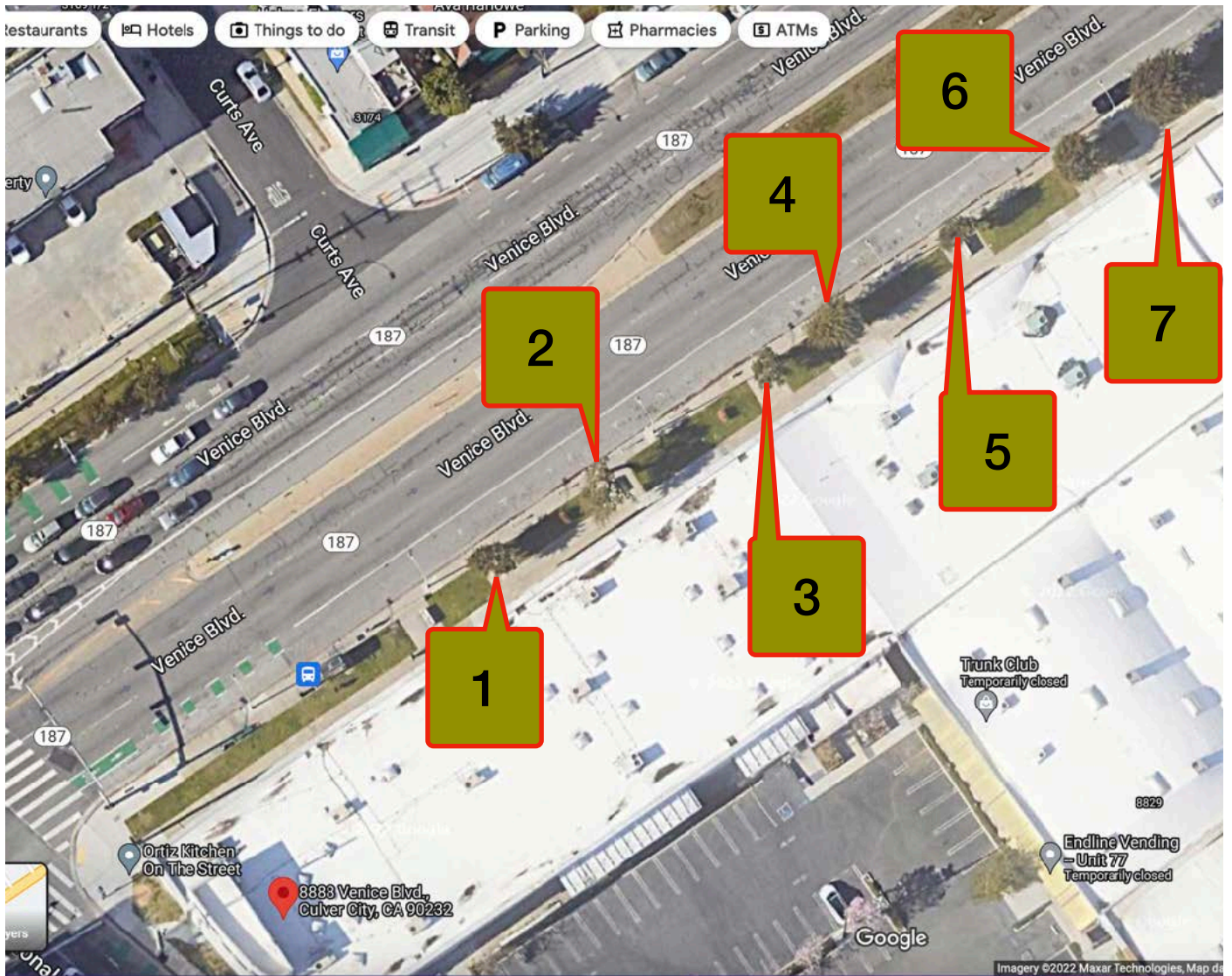


PHOTO 1 - Shows City of Los Angeles street trees #1- #7. Trees #1 - #7 are recommended for removal and replacement.

APPENDIX A.1 - AERIAL IMAGE of Median Street Trees on Venice Between Ivy St. and Vera Ave.

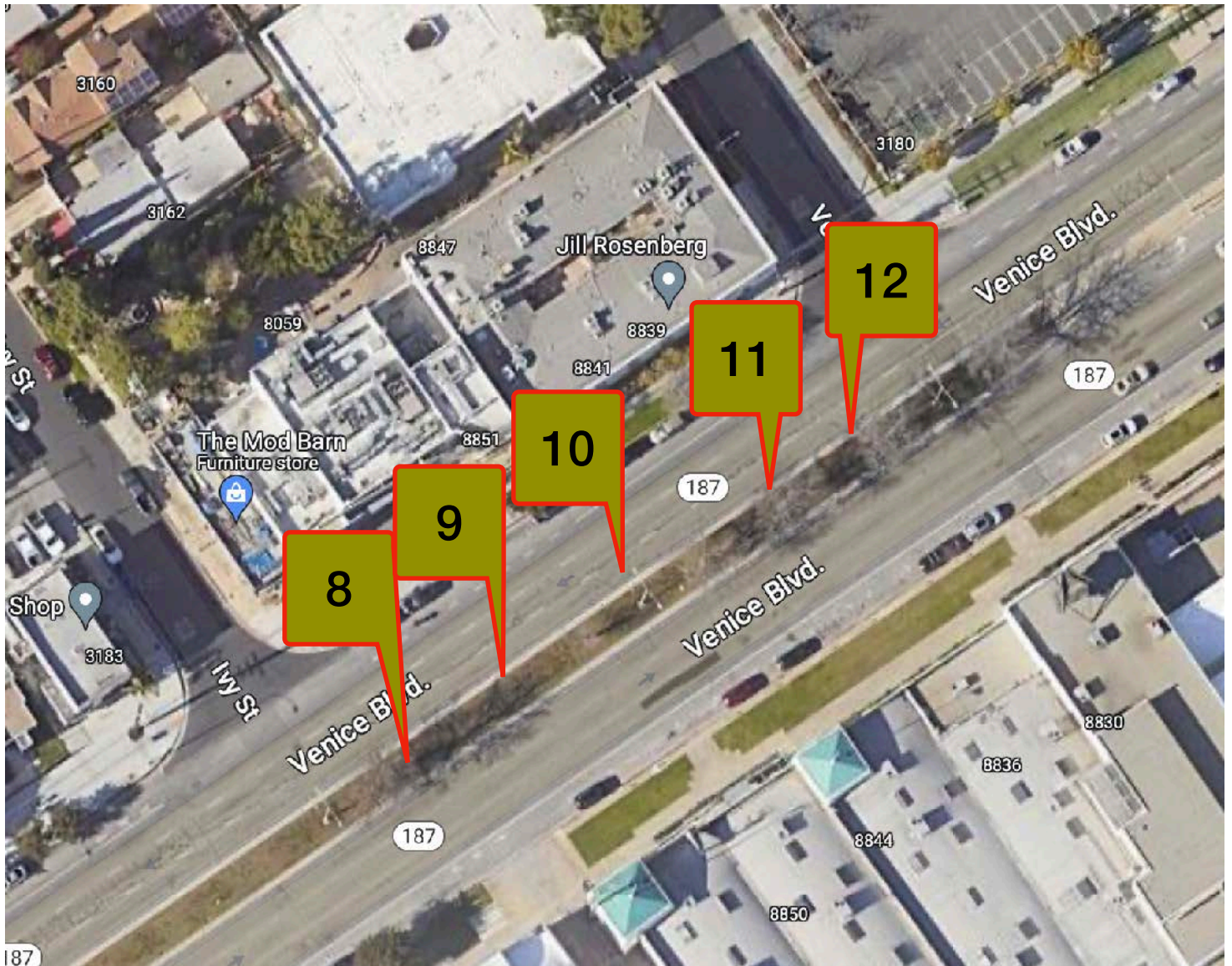
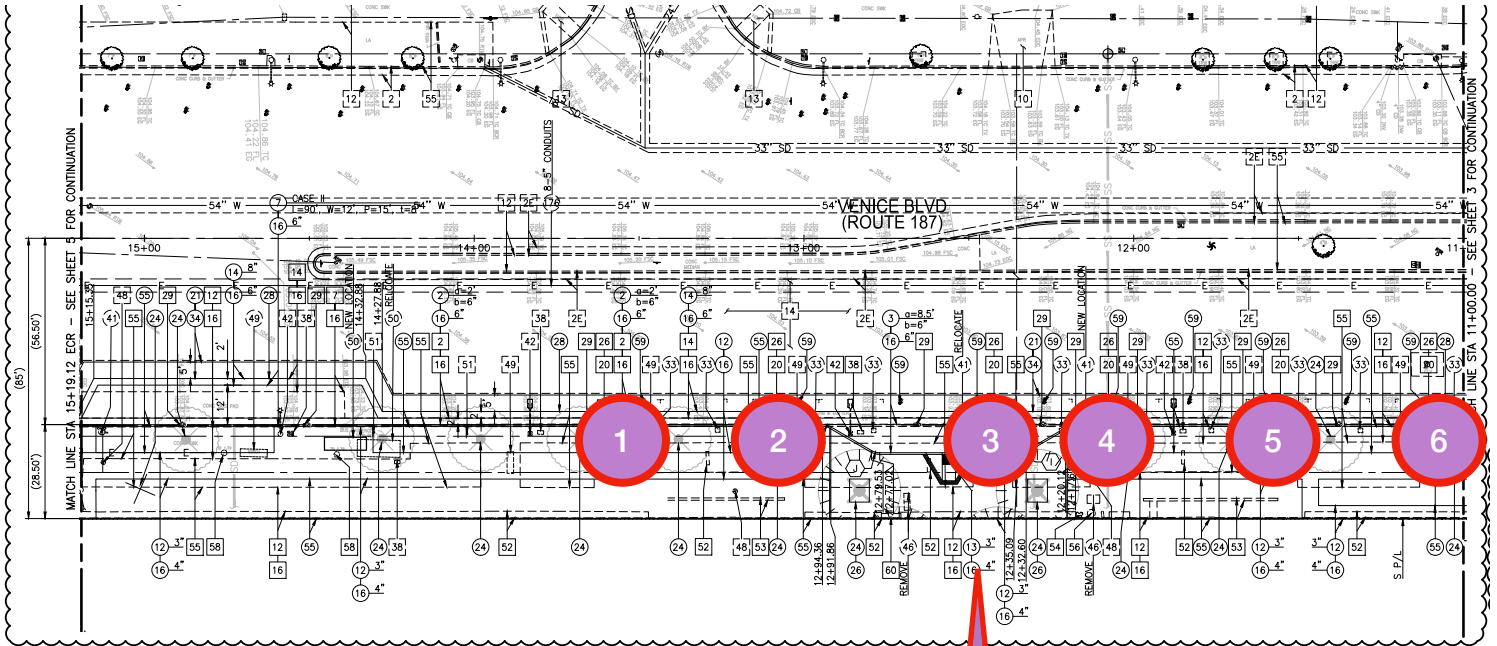


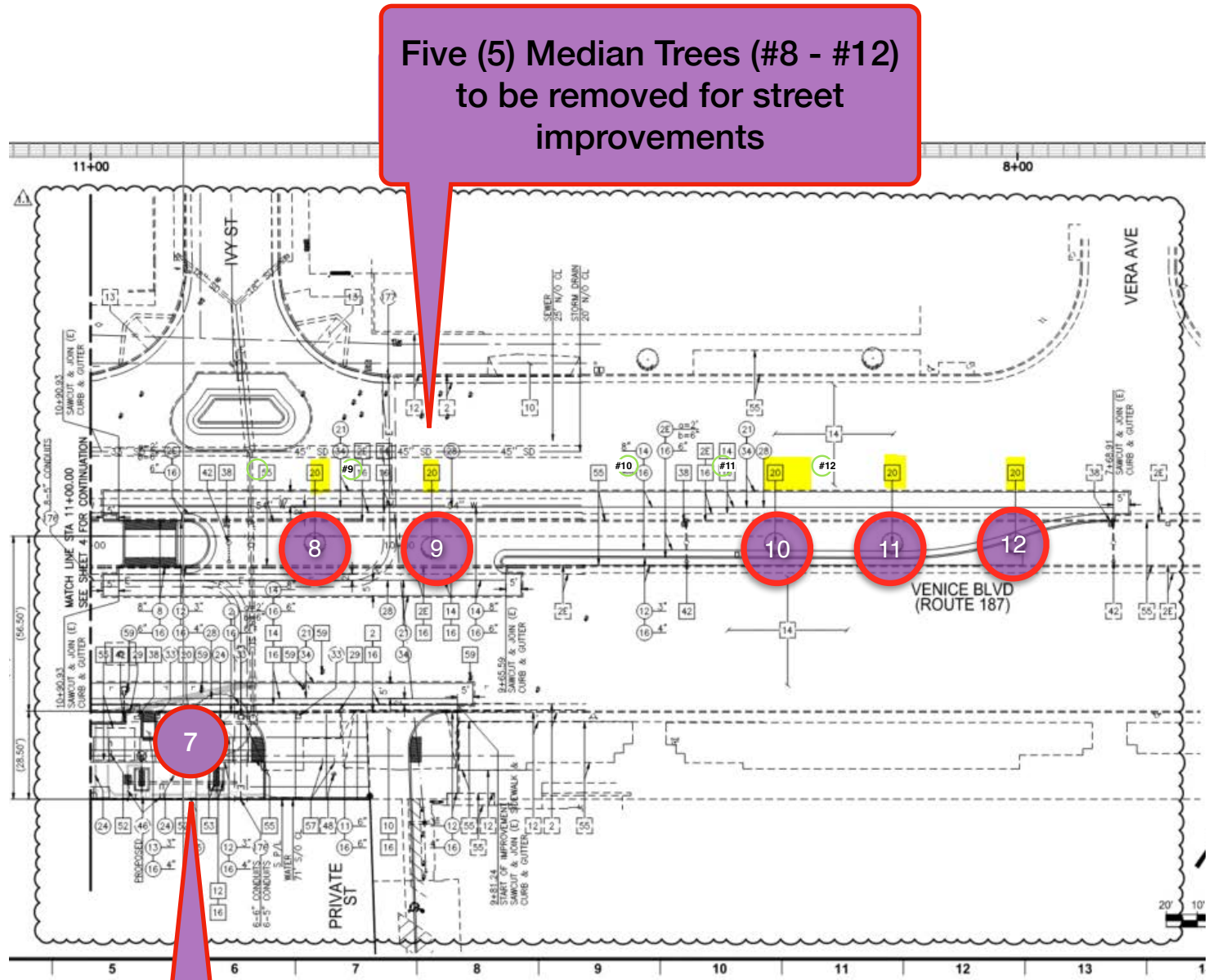
PHOTO 2 - Shows City of Los Angeles street trees #8- #12 that are recommended for removal and replacement.

APPENDIX A.2 - Tree Locations on Project Site Plan



**Street Trees #1 - #6 -
African Sumac - For Removal**

APPENDIX A.4 - Tree Locations on Project Site Plan for Median Street Trees on Venice Between Ivy St. and Vera Ave.



Five (5) Median Trees (#8 - #12) to be removed for street improvements

Street Tree #7 - African Sumac - For Removal

APPENDIX B - PHOTOGRAPHS



PHOTO 2 - Shows City of Los Angeles street trees #1- #7. Trees #1 - #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #1. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO 4 - Shows City of Los Angeles street tree #1 with prominent lean.

APPENDIX B - PHOTOGRAPHS



PHOTO 5 - Shows City of Los Angeles street tree #1, recommend for removal.

1a) Leaning trunk, asymmetrical canopy

1b, c, d) Cracking and lifting sidewalk

APPENDIX B - PHOTOGRAPHS

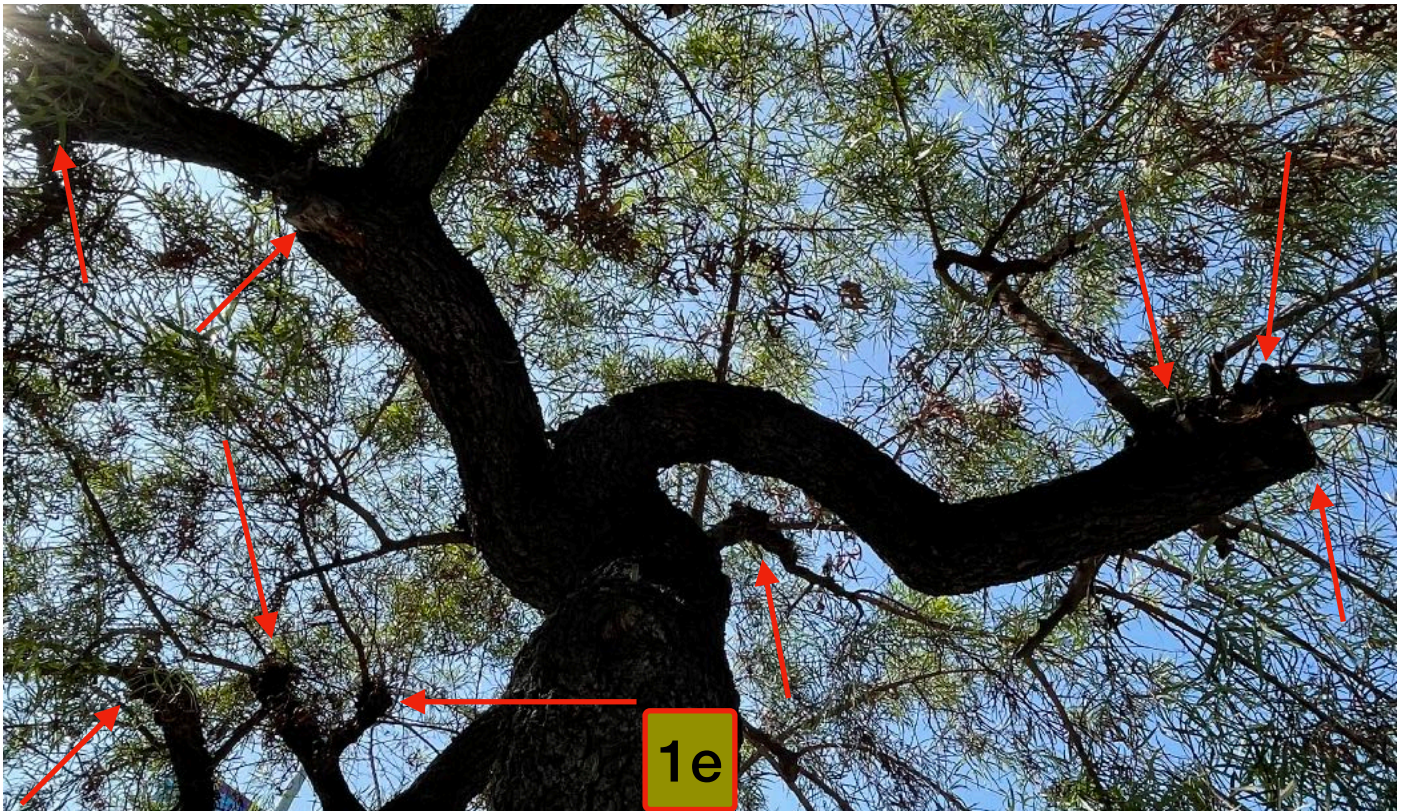


PHOTO 6 - Shows City of Los Angeles street tree #1, recommend for removal.

1e) Wound wood and regrowth from decades of topping, sparse regrowth (a tree of this species and age should have a more dense full canopy), regrowth is prone to breakage.

1f) Red circle is an old topping wound, decay column present, Red oval is a bark fissure; The red circle and oval weakened attachment at the main union between bole (main trunk) and the two primary scaffold limbs.

1g) Shows opposite side of main union as seen in 1f.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #2. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS

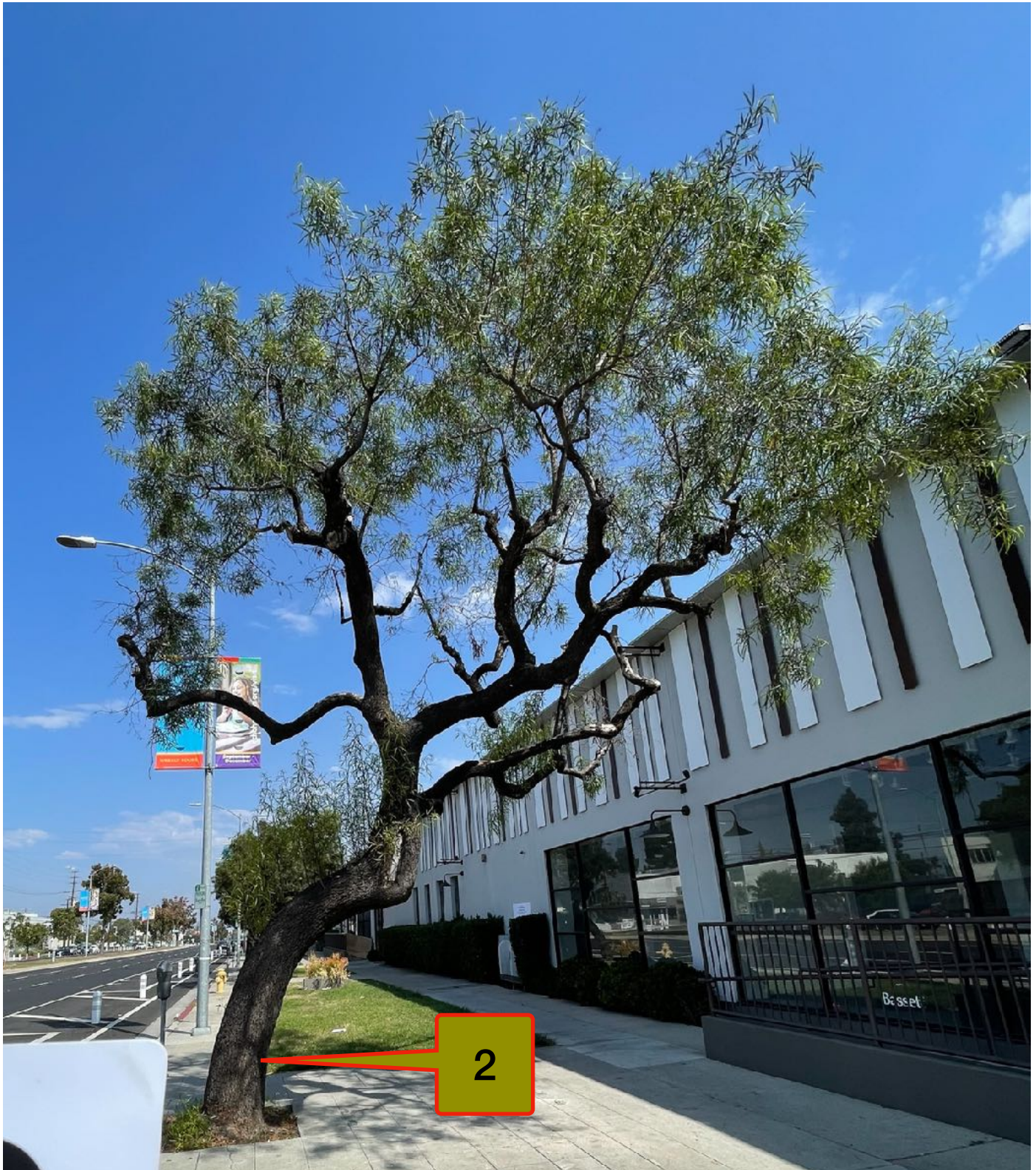


PHOTO - Shows City of Los Angeles street tree #2. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #2. This tree has a sparse canopy density and lack of leaf area to produce photosynthesis is not enough to sustain the health and vigor of a tree of this age and size. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS

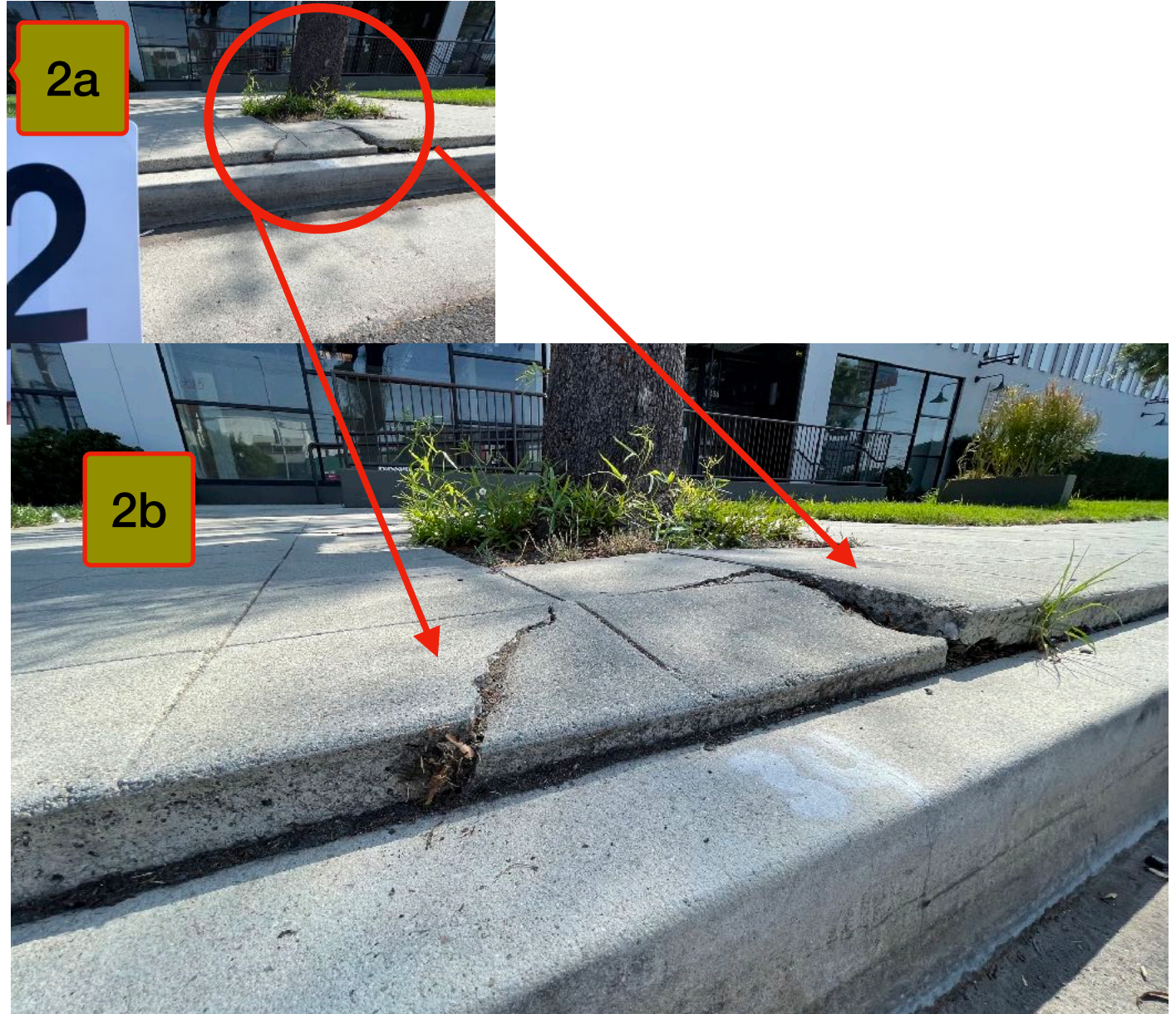


PHOTO - Shows City of Los Angeles street tree #2, recommend for removal.
2a, b) Cracking and uplifting of sidewalk in public right of way

APPENDIX B - PHOTOGRAPHS



PHOTO 6 - Shows City of Los Angeles street tree #2, recommend for removal.

2c) Red oval is an old trunk segment break, decay column present, Red arrows show epicormic sprout growth in reaction to repeated topping.

2d) Red circles are old topping wounds too large for the tree to properly close off, site for breakage & decay

2e) Necrotic old topping wound stub

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #3. Tree has a pronounced lean and an asymmetrical canopy. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #3. Tree has an asymmetrical canopy from repeated toppings. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS

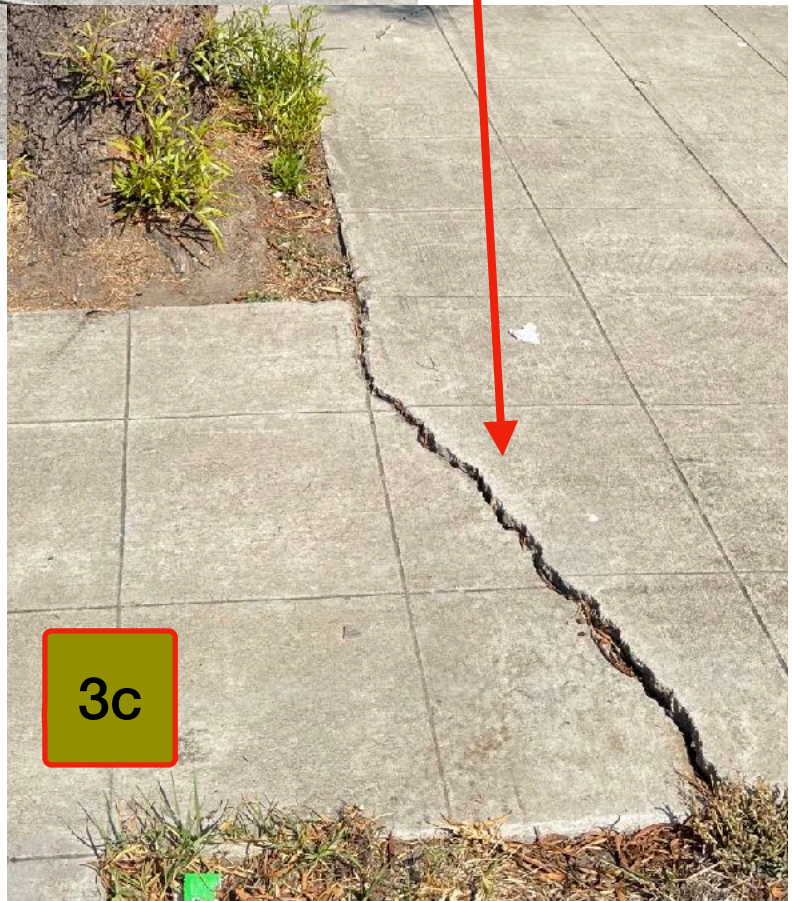


PHOTO - Shows City of Los Angeles street tree #3, recommend for removal.

3a, b, c) Cracking and uplifting of sidewalk in public right of way

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #3, recommend for removal.

3d) Yellow arrows show epicormic trunk and root sprouting, an indication the tree is stressed.

3d, e) Double red arrows show STEM GIRDLING ROOTS wrapped around trunk - from two different angles and indication how the ends correspond in each photo.



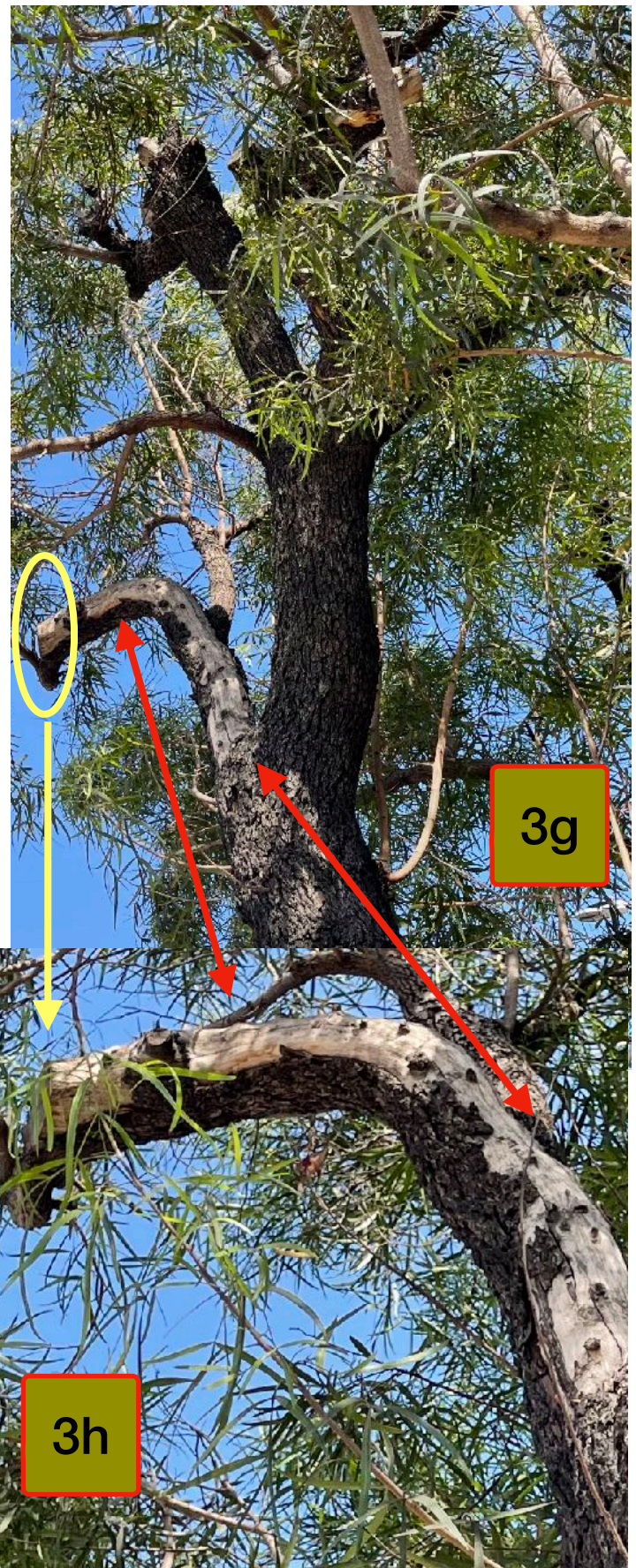
APPENDIX B - PHOTOGRAPHS



PHOTO 3f shows tree #3, recommend for removal.

3f) Old aggressive heading and topping cuts, all wood present at the time of wounding shall decay. The stems growing out of or adjacent to these topping cuts are more weakly attached to the tree and more prone to breakage.

3g, h) SUNSCALD - reduces branch strength and integrity - increases likelihood of branch failure. Topping exposes interior scaffold limbs to sun scald. Necrotic tissue on limb is a result of over exposure to direct sunlight and stub cut (yellow circle).



APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #4. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #4, recommend for removal.

3a) Cracking and uplifting of sidewalk in public right of way

3b) More prominent picture of sidewalk uplift.

APPENDIX B - PHOTOGRAPHS

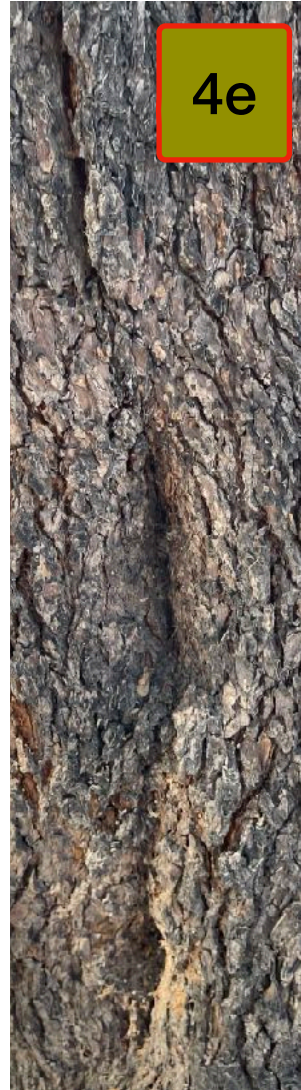
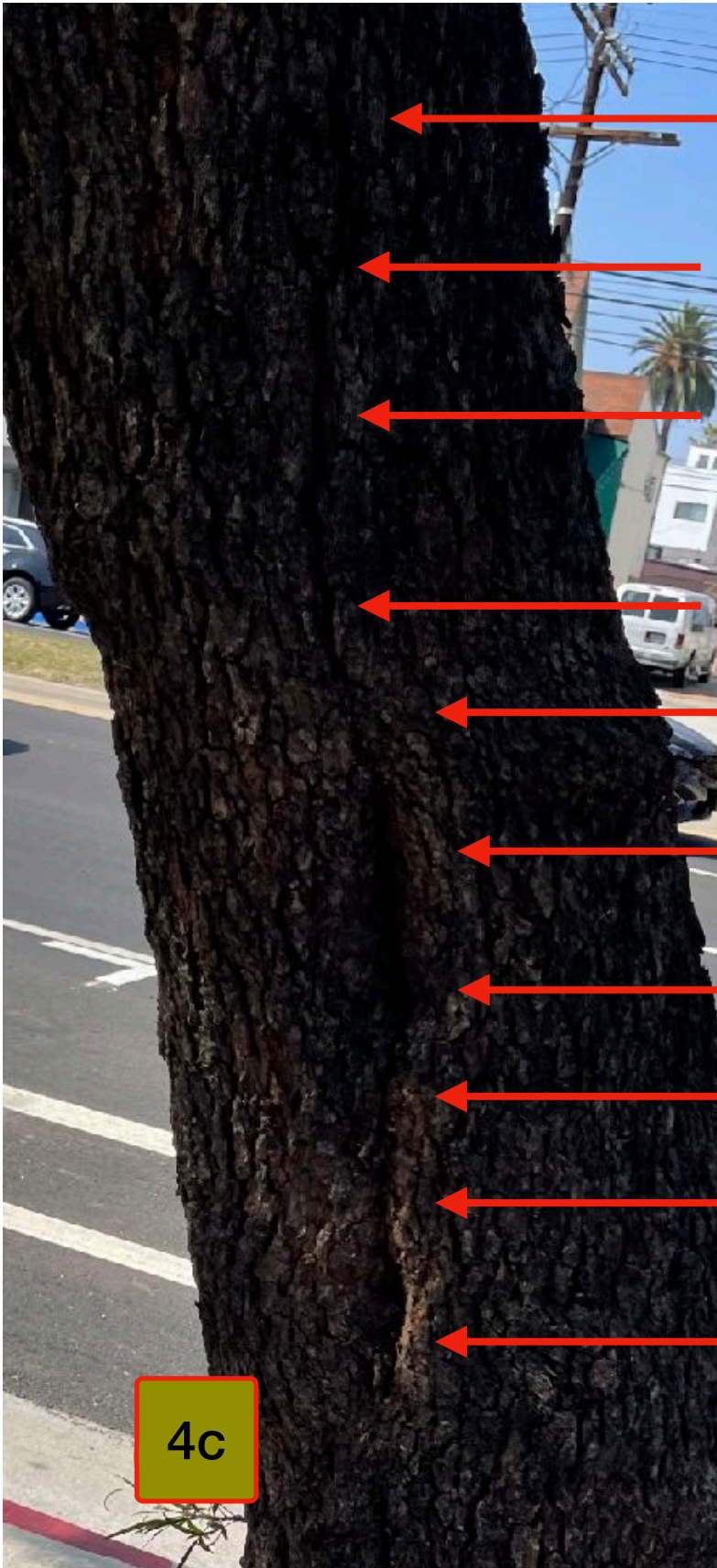


PHOTO - Shows City of Los Angeles street tree #4, recommend for removal.

4c, d, e) Bark fissure. Level 3 Tree Risk Assessment (Sonic Tomography) needed to determine extent of decay.

APPENDIX B - PHOTOGRAPHS

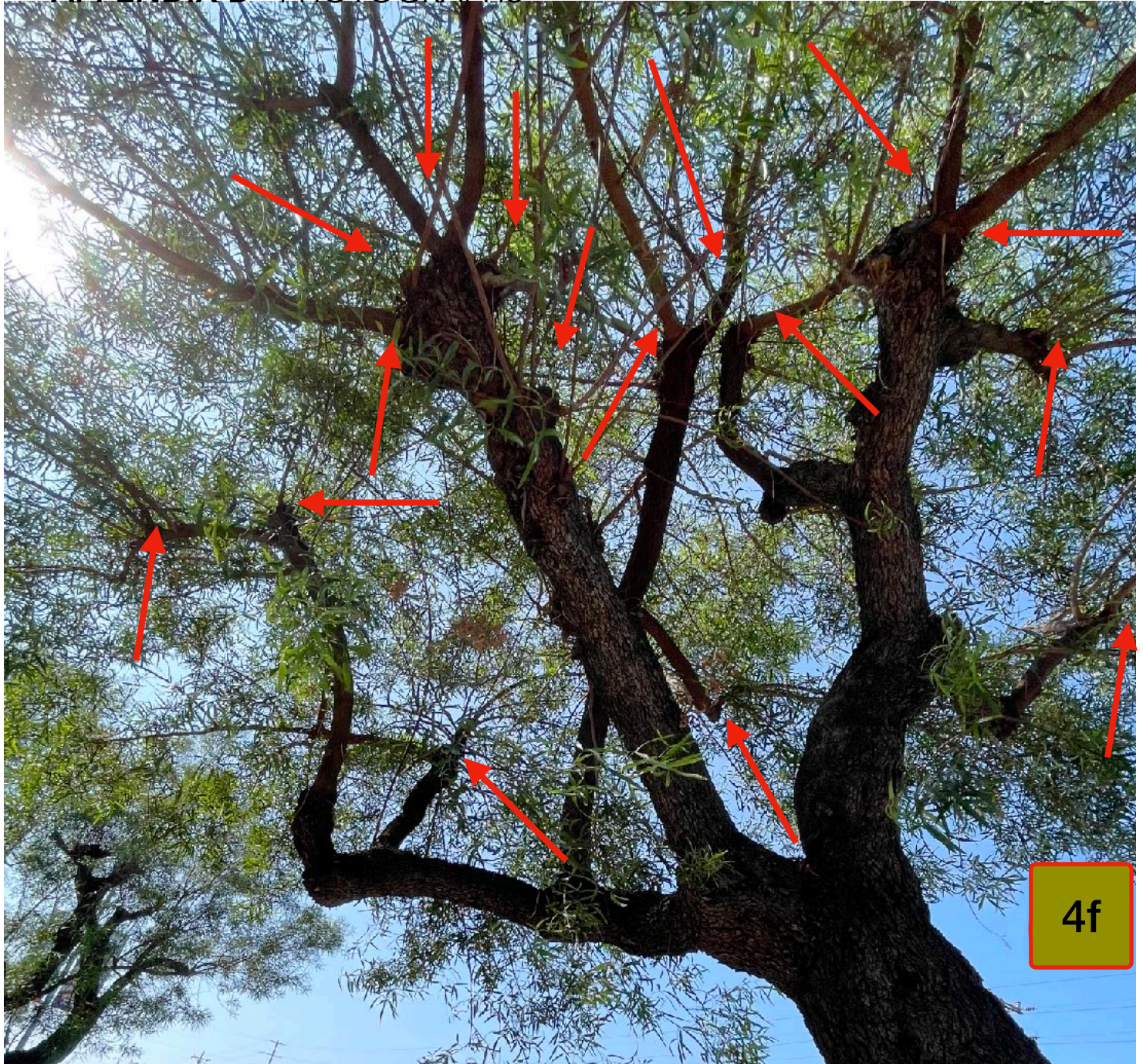


PHOTO - 4f) Shows the volume and extent of topping cuts. Sprouts emanating from these topping cuts have weaker attachment, are more prone to breakage and decay

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #4, recommend for removal.

4g) Old topping wounds with necrotic stubs

4h) Old topping wound with adventitious sprout growth.



APPENDIX B - PHOTOGRAPHS

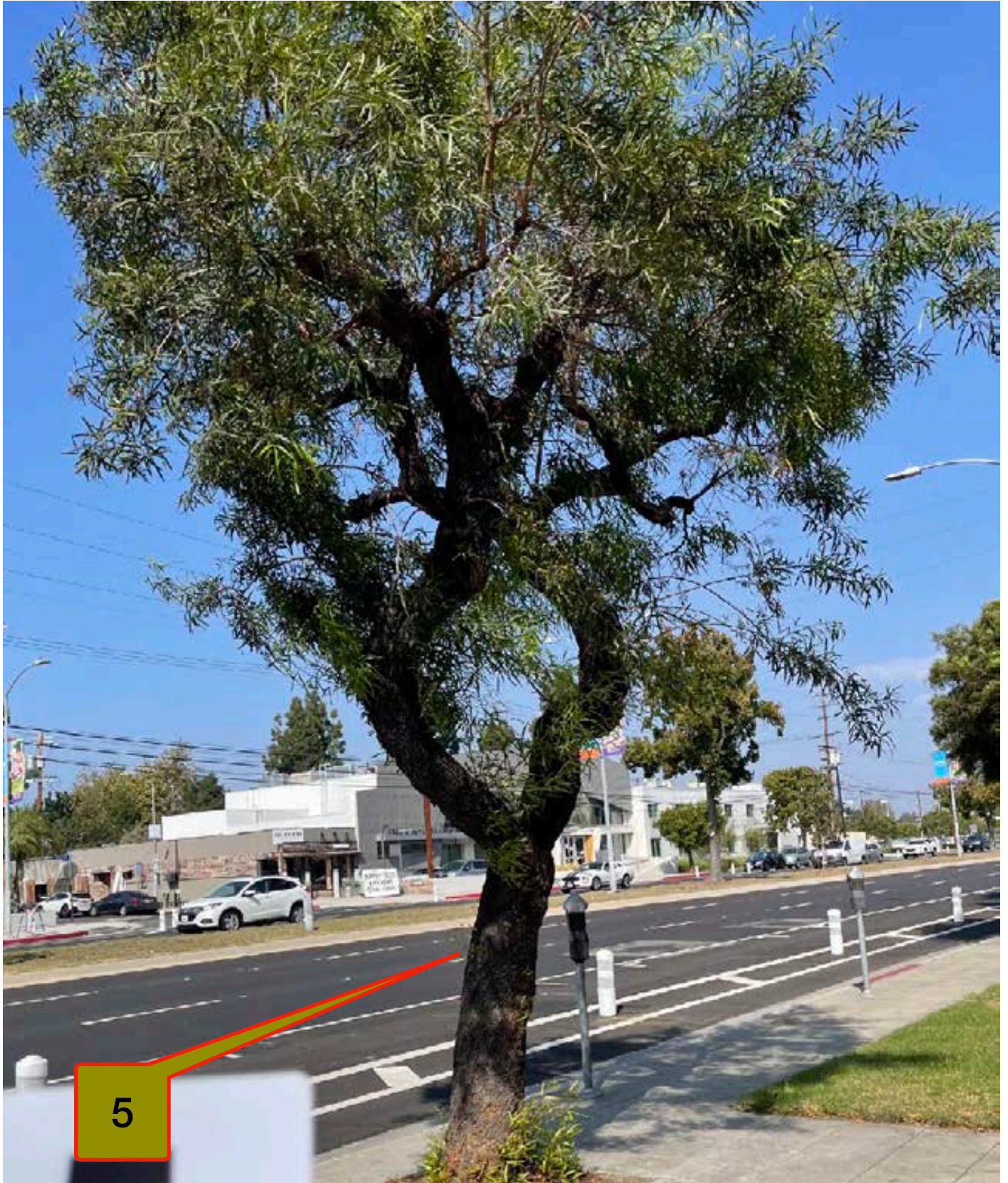
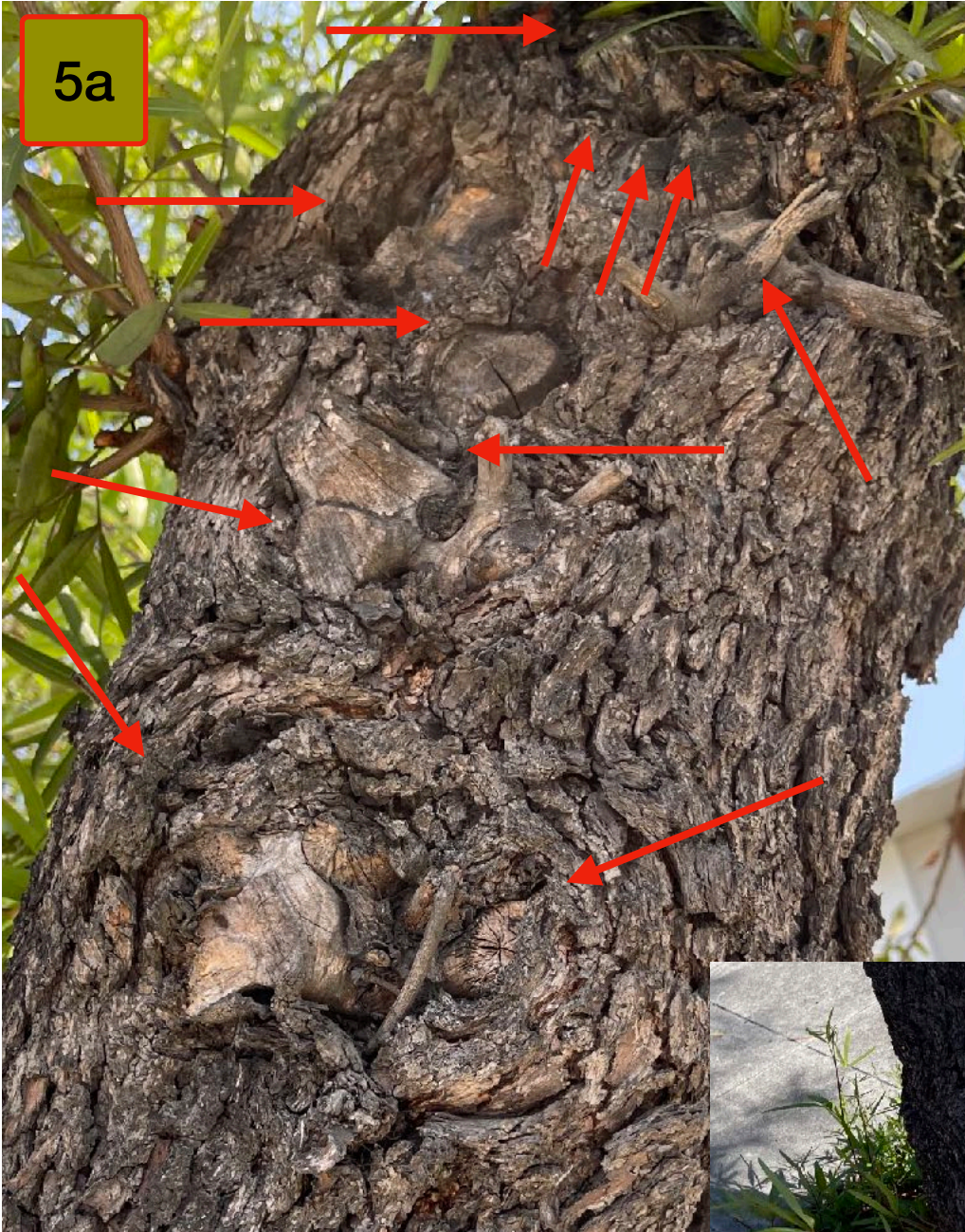


PHOTO - Shows City of Los Angeles street tree #5. Trees #1 through #7 are recommended for removal and replacement.

8888 Venice Blvd, Los Angeles

APPENDIX B - PHOTOGRAPHS



5a

PHOTO - Shows City of Los Angeles street tree #5, recommend for removal.

5a) Many years worth of old flush cuts now with necrotic stubs, decay present.

5b) Girdling root



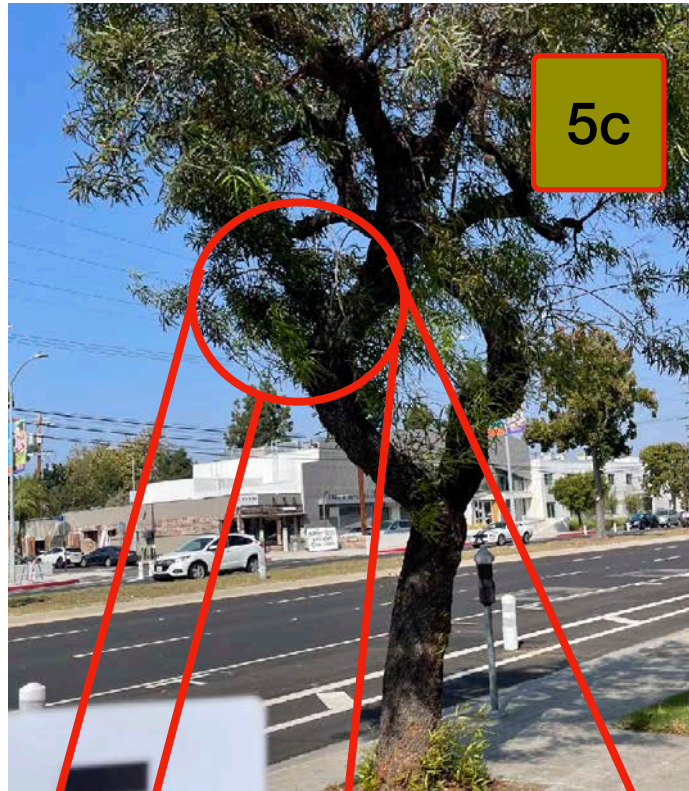
5b

APPENDIX B - PHOTOGRAPHS

PHOTO - Shows City of Los Angeles street tree #5, recommend for removal.

5c) Macro view of area with necrosis.

5d) Expanded view of frequent flush cutting, necrotic stubs & cavity.



APPENDIX B - PHOTOGRAPHS

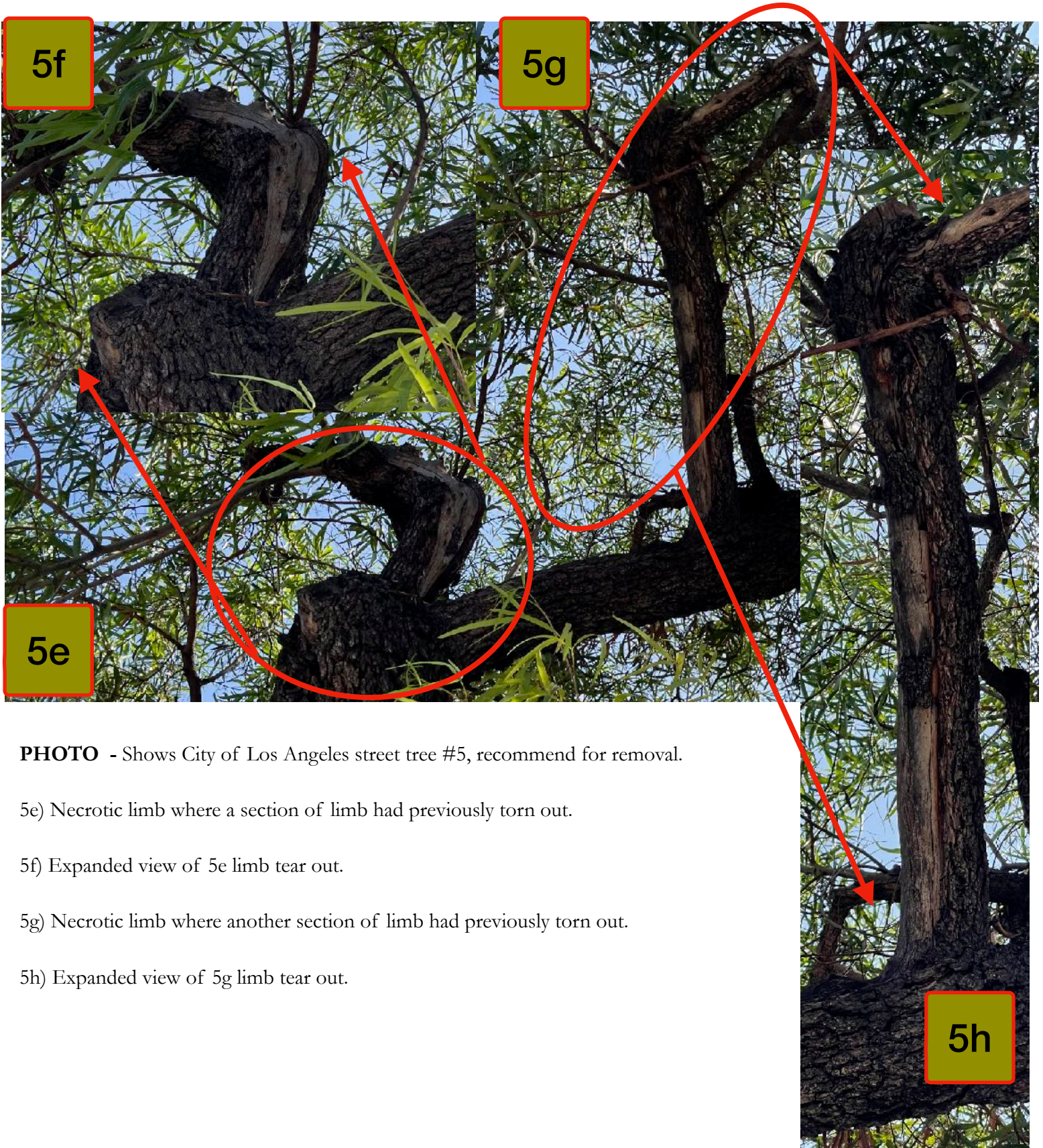


PHOTO - Shows City of Los Angeles street tree #5, recommend for removal.

5e) Necrotic limb where a section of limb had previously torn out.

5f) Expanded view of 5e limb tear out.

5g) Necrotic limb where another section of limb had previously torn out.

5h) Expanded view of 5g limb tear out.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #4, recommend for removal.

5i) Cracking and uplifting of sidewalk in public right of way.

5j) Cracking of sidewalk.

5k) Uplifting of sidewalk

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #6. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #6. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS

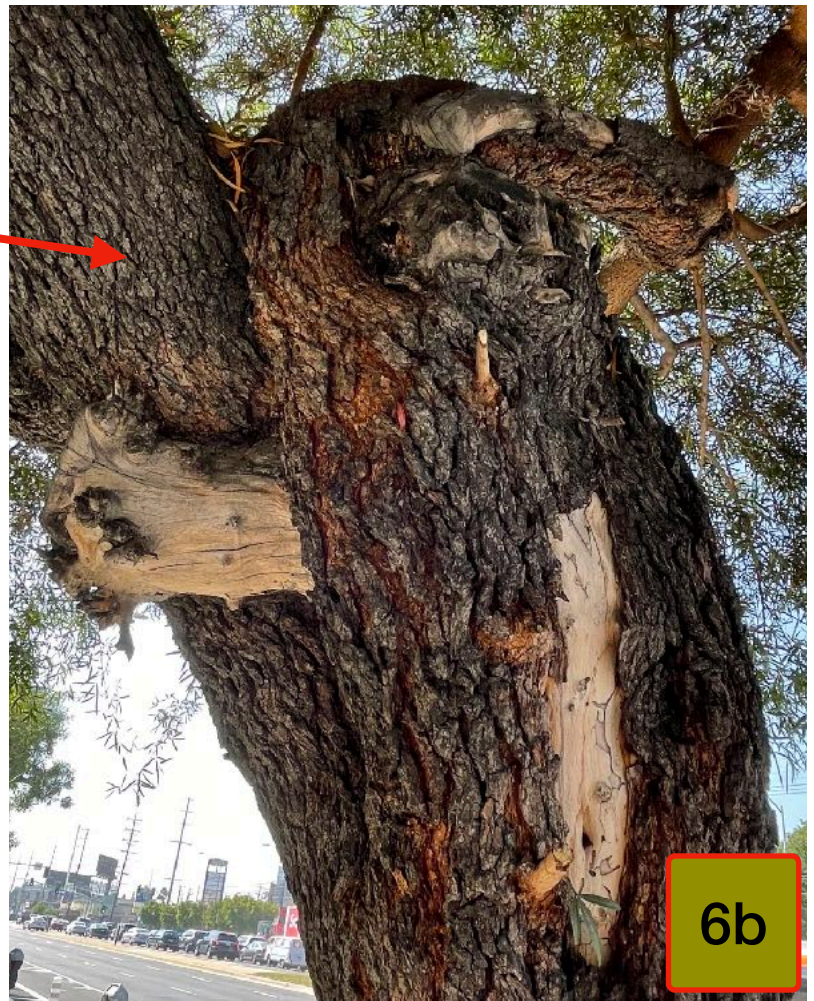
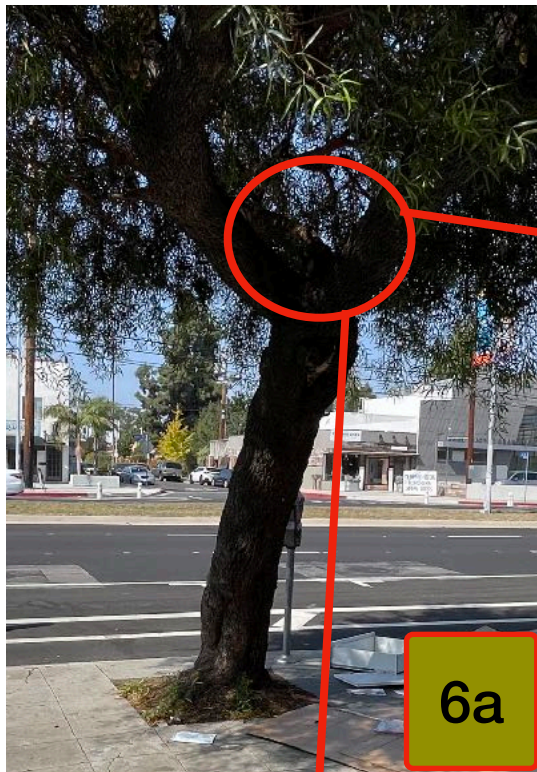


PHOTO - Shows City of Los Angeles street tree #6, recommend for removal.

6a) Where main trunk (bole) and largest scaffold limbs branch out.

6b) Scaffold limb with necrotic tissue and very poor structure, large inclusion that has a high likelihood of being an area prone to trunk splitting.

6c) Scaffold limb with necrotic stub and very poor structure, expanding crossing limb and an inclusion, that has a high likelihood of being an area prone to trunk splitting.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #6, recommended for removal and replacement.

6d) Shows the opposite side of the trunk from photos 6b and 6c. The inclusion from the crossing limb show the same potential or likelihood of failure is present on both sides of where the main trunk has generated primary scaffold limb structure.

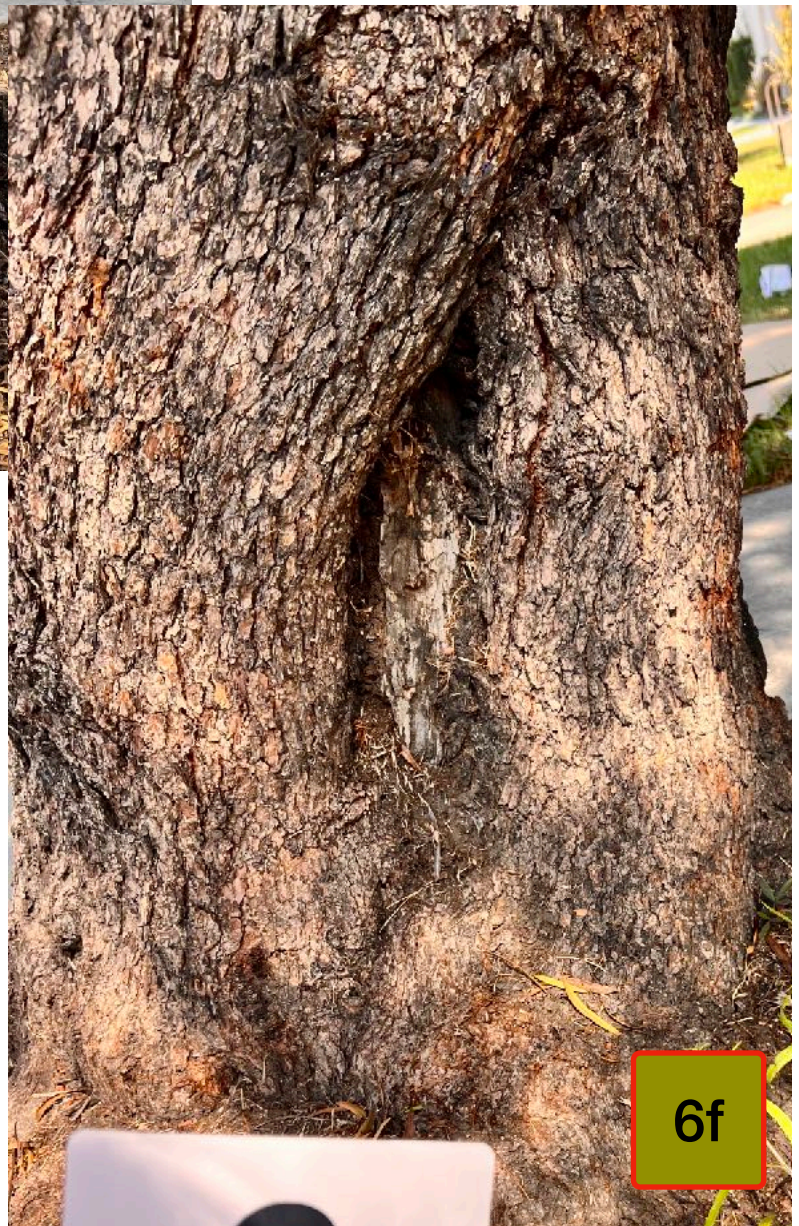
All other defects or issues above this union only compound the problem. As the tree continues growing the weight this union is expected to support grows in every direction, increasing the likelihood of failure.

APPENDIX B - PHOTOGRAPHS



6e) A tree trunk with a vase shape is an indication that nutrient transport between the root system and the rest of the tree has been interrupted. The bottom of this “vase” is another area prone to failure.

6f) This cavity is a contributing factor in the tree trunk narrowing at the base, similar to a vase. The cavity was only noted and recorded, no probing of the cavity was performed.



APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #6, recommend for removal.

6g) Cracking and uplifting of sidewalk in public right of way.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #7. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #7. Trees #1 through #7 are recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS



PHOTO - Shows City of Los Angeles street tree #7, recommended for removal and replacement.
7a, b) Represent poor structure and attachment for a tree of this species and size, that is prone to breakage.
8888 Venice Blvd, Los Angeles

APPENDIX B - PHOTOGRAPHS

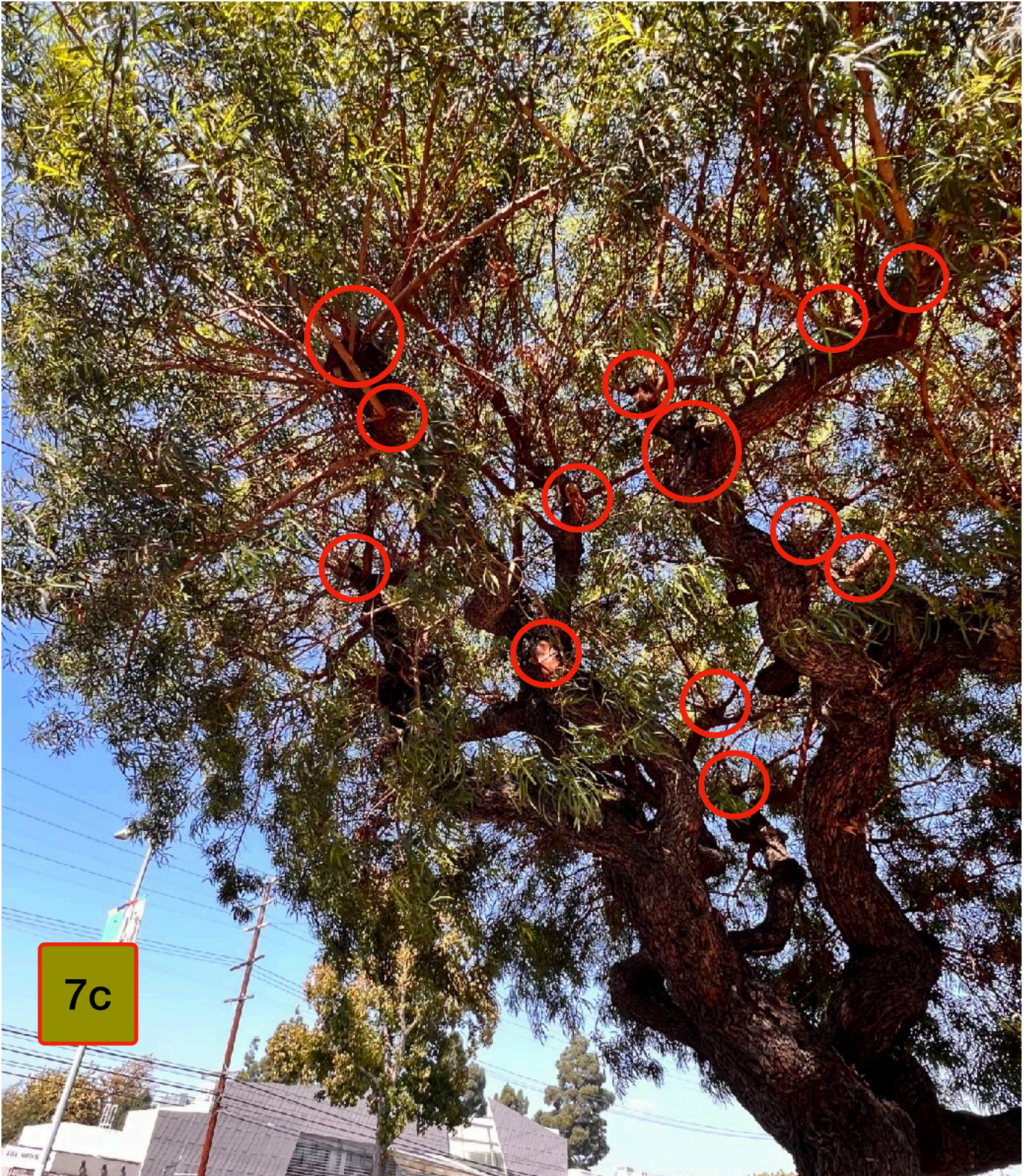


PHOTO - Shows City of Los Angeles street tree #7, recommended for removal and replacement.

7c) Red circles represent origin points for dozens of resprouting limbs from topping cuts.
8888 Venice Blvd, Los Angeles

APPENDIX B - PHOTOGRAPHS - Median Street Trees on Venice Between Ivy St. and Vera Ave.

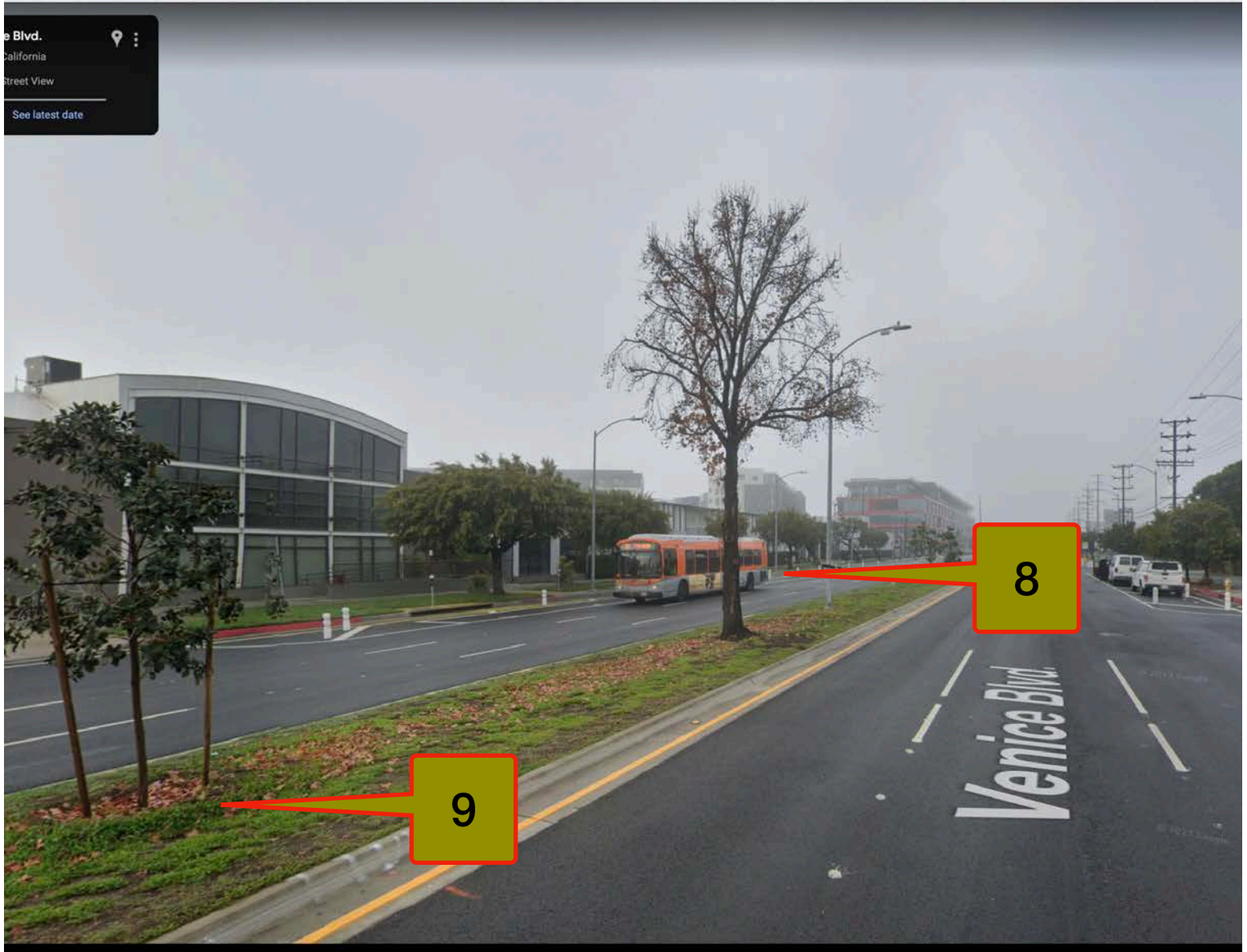


PHOTO - Shows City of Los Angeles street tree #8 - #9, recommended for removal and replacement.

APPENDIX B - PHOTOGRAPHS - Median Street Trees on Venice Between Ivy St. and Vera Ave.



PHOTO - Shows City of Los Angeles street tree #8 - #12, recommended for removal and replacement.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

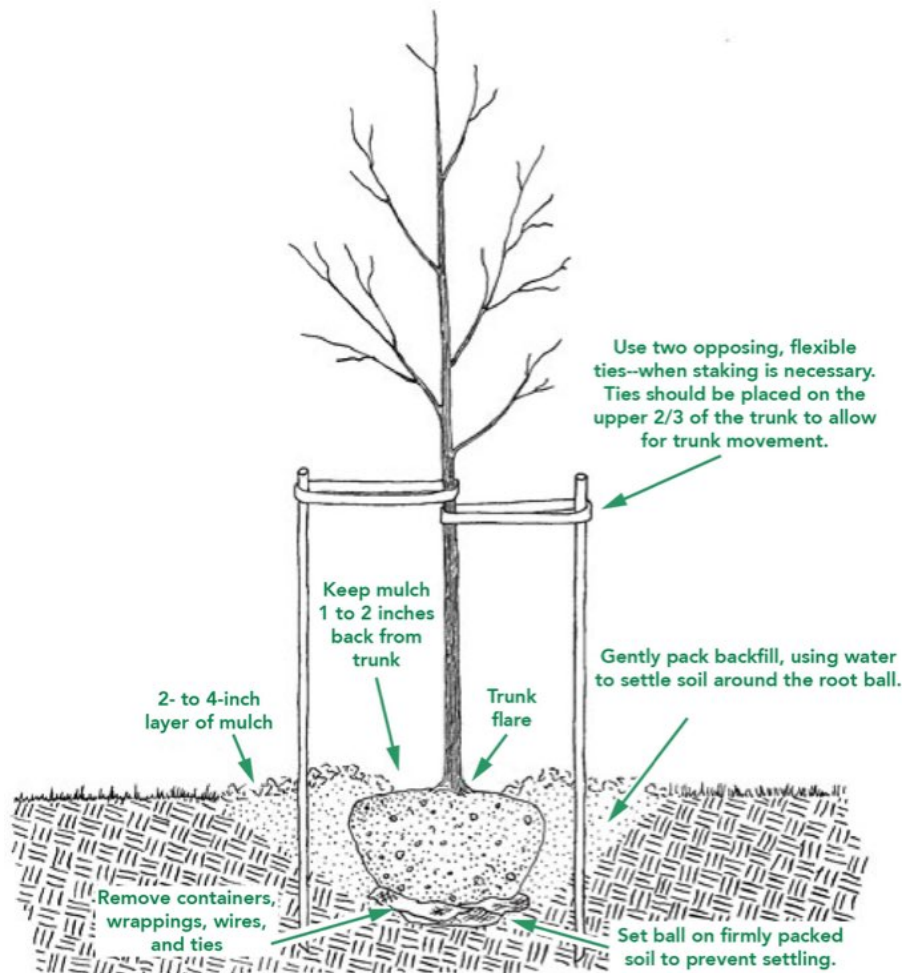
Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	African Sumac <i>Searsia lancea</i>	Street	15	15	12	D	Remove
2	African Sumac <i>Searsia lancea</i>	Street	18	24	15	D	Remove
3	African Sumac <i>Searsia lancea</i>	Street	16	15	15	D	Remove
4	African Sumac <i>Searsia lancea</i>	Street	13.5	18	14	D	Remove
5	African Sumac <i>Searsia lancea</i>	Street	13.5	15	10	D	Remove
6	African Sumac <i>Searsia lancea</i>	Street	16	17	20	D	Remove
7	African Sumac <i>Searsia lancea</i>	Street	16	20	24	D	Remove
8	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	12	35	15	C-D	Remove
9	Median Tree	Median Street	2	8	5	C	Remove
10	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	14	25	15	C-D	Remove
11	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	16	25	15	C-D	Remove
12	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	16	25	15	C-D	Remove

APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

Tree #	Species	Status	Condition	Retain or Remove	RECOMMENDATION
					Reason for Removal
1	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
2	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
3	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
4	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
5	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
6	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
7	African Sumac <i>Sersia lancea</i>	Street	Poor	Remove	Sidewalk Repair, Condition - Poor structure, defects, decay, etc
8	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	Fair-Poor	Remove	Street Signal installation, Condition - Poor structure, defects, decay, etc
9	Median Tree	Median Street	Fair	Remove	Street Signal installation
10	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	Fair-Poor	Remove	Street Signal installation, Condition - Poor structure, defects, decay, etc
11	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	Fair-Poor	Remove	Street Signal installation, Condition - Poor structure, defects, decay, etc
12	Sweetgum <i>Liquidambar styraciflua</i>	Median Street	Fair-Poor	Remove	Street Signal installation, Condition - Poor structure, defects, decay, etc

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

- 1. Dig a shallow, broad planting hole.** Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.
- 2. Identify the trunk flare.** The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.
- 3. Remove tree container for containerized trees.** Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.
- 4. Place the tree at the proper height.** Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.
- 5. Straighten the tree in the hole.** Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.
- 6. Fill the hole gently but firmly.** Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.
- 7. Stake the tree, if necessary.** If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.
- 8. Mulch the base of the tree.** Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low-vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large-diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,



Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member

