APPLICATIONS

HOUSING ELEMENT STREAMLINING CHECKLIST FORM
Project Within the Scope of The Program EIR

OVERVIEW

On November 24, 2021, the City Council certified the Citywide Housing Element 2021-2029 and Safety Element Updates Final Environmental Impact Report (EIR), SCH No. 2021010130, EIR No. ENV-2020-6762-EIR (Program EIR), to adopt the 2021-2029 Citywide Housing Element and the Updates to the Safety Element and the Plan for a Healthy LA (Health Element). Pursuant to CEQA Guidelines Sections 15168(c)(4) and 15168(d), the following Proposed Housing Project has been found to be within the scope of the program analyzed in the Program EIR and its environmental effects are within the scope of environmental impacts assessed in the Program EIR.

For additional information regarding this form, see the Housing Element Streamlining Checklist Form Instructions (CP-4091) at the Department of City Planning Forms Page.

PROPOSED HOUSING PROJECT

Description of Proposed Project:

The Project includes the demolition of two single-family dwellings and the construction of twelve small lot homes on a 16,775 square foot lot located in the West Adams-Baldwin Hills-Leimert Park Community Plan area. Project entitlements include the subdivision of two lots into twelve small lots and an Off-Menu Incentive to reduce the required front yard setback from 20 feet to 10 feet consistent with the State and City of LA's Density Bonus program in exchange for the provision of one Very Low Income dwelling unit. The small lot homes will range from three- to four-stories in height with a maximum building height of 45 feet, a maximum floor area of 2,365 square feet, and a maximum Floor Area Ratio (FAR) of 2.53 to 1.

The Project includes the provision of 24 automobile parking spaces (two for each dwelling unit).

☑ Please check this box if you have provided an attachment with additional project description information to this form.

DETERMINATIONS

Based upon the attached, "Project Within the Scope of the Housing Element Program EIR Checklist and Analysis," the whole of the administrative record on the Proposed Housing Project, and a review and consideration of the Program EIR, the decisionmaker finds all the following statements to be true:

1. This Proposed Housing Project is within the scope of the previously approved program for which the Program EIR was certified.
2. This Proposed Housing Project will have no significant environmental effects not examined in the Program EIR.
3. The Program EIR adequately described the Proposed Housing Project for the purposes of California Environmental Quality Act (CEQA).
4. Pursuant to CEQA Guidelines Section 15162, no substantial changes to the project analyzed in the Program EIR are proposed as part of this Proposed Housing Project. Further, no substantial changes have occurred with respect to the circumstances under which the Program EIR was certified, and no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time that the Program EIR was certified as complete, has become available.
5. All applicable mitigation measures, identified in the Program EIR Mitigation Monitoring Program (MMP), have been incorporated into the Proposed Housing Project or will be made into enforceable obligations on the Proposed Housing Project. A mitigation and monitoring program has been prepared for adoption.

NOTES

Reviewed and Approved by Planning Staff Signature: David Woon

Print Planner Name: David Woon

Phone Number: (213)978-1368 **Date:** 4/15/25

ATTACHMENT

PROJECT WITHIN THE SCOPE OF THE HOUSING ELEMENT PROGRAM EIR - CHECKLIST AND ANALYSIS

The following checklist and analysis shall be used to determine if the Proposed Housing Project, described below, is within the scope of the Citywide Housing Element 2021-2029 and Safety Element Updates Final EIR, SCH No. 2021010130, EIR No. ENV-2020-6762 (Program EIR), certified by the City Council.

A. PROPOSED HOUSING PROJECT

A.1 Proposed Housing Project Title:

Preuss Road Homes

A.2 Proposed Housing Project Description:

The Project includes the demolition of two single-family dwellings and the construction of twelve small lot homes on a 16,775 square foot site located in the West Adams-Baldwin Hills-Leimert Park Community Plan area. Project entitlements include the subdivision of two lots into twelve small lots and an Off-Menu incentive to reduce the required front yard setback from 20 feet to 10 feet consistent with the State and City of LA's Density Bonus program in exchange for the provision of one Very Low Income dwelling unit. The small lot homes will range from three- to four-stories in height with a maximum building height of 45 feet, a maximum floor area of 2,365 square feet, and a maximum Floor Area Ratio (FAR) of 2.53 to 1.

The Project includes the provision of 24 automobile parking spaces (two for each dwelling unit).

A.3 Project Location Description:

The 16,775 square foot site is located in the West Adams-Baldwin Hills-Leimert Park Community Plan area on Lots FR 24 and 44; Tracts TR 12110 and TR 1250. The relevant APNs include 4302-020-003 and 4302-020-006.

A.4 Surrounding Area and Uses:

Surrounding uses include single- and multi-family residential structures.

A.5 Project Contact/Owner Information:

Marc and Risa Dauer, Preuss Development, LLC
2313 Duxbury Circle, Los Angeles, CA 90034
310-753-2311

A.6 Document Prepared by:

Jesi Harris, Brian Silveira & Associates
P.O. Box 291, Venice, CA 90294
704-277-7332

☑ Check here if additional pages for Section A are attached.

B. PROGRAM EIR BACKGROUND

B.1 CEQA Guidelines Section 15168

The California Environmental Quality Act (CEQA) provides for limited environmental review of subsequent projects under a Program EIR. (CEQA Guidelines Section 15168.) Later activities under a continuing program analyzed in the Program EIR must be examined to determine whether any additional environmental analysis must be conducted. (Guidelines Section 15168(c)(1).) If a lead agency finds that pursuant to Guidelines Section 15162, no subsequent EIR would be required, the lead agency can approve the activity as being within the scope of the project covered by the Program EIR, and no new environmental document would be required. (Guidelines Section 15168(c)(2).) Whether a later activity is within the scope of a Program EIR is a factual question that the lead agency determines based upon substantial evidence in the record. (Guidelines Section 15168(c)(2).) The lead agency shall incorporate feasible mitigation measures from the Program EIR Mitigation and Monitoring Program (MMP) into later activities in the program. (Guidelines Section 15168(c)(3).) Where the later activities involve site specific operations, the lead agency should use a written checklist to determine whether the environmental effects of the site-specific operations are within the scope of the Program EIR. (Guidelines Section 15168(c)(4).)

B.2 Program EIR

In certifying the Program EIR and approving the project, the City Council adopted the following findings related to the scope of the project analyzed in the Program EIR and the types of impacts analyzed:

> *The EIR analyzed the build out of the Regional Housing Needs Assessment (RHNA), that is the build out of 420,327 housing units in eight years (456,643 RHNA minus 36,316 housing units that have received approvals but have not yet been built and/or received the certificate of occupancy [pipeline projects]). The EIR analyzed the program-level impacts from the full build out of the RHNA, as well as the project-level impacts that occur from the development of the types of housing projects that will be developed from build out of the RHNA. The following types of housing projects were analyzed and within the scope of this EIR:*
>
> - *Multi-family residential, ranging from small apartment buildings with two to 10 units, medium apartment buildings with between 11-49 units, large apartment buildings with between 50-200 units, or larger apartment buildings and high-rise structures with more than 200 units.*
> - *Single-family residential, ranging in size and scale from smaller single-family homes to larger single-family homes, small-lot subdivisions and new single subdivisions.*
> - *Accessory dwelling units (ADUs), including attached ADUs, detached ADUs, Junior ADUs, ADUs converted from existing floor area, multiple ADUs on lots with existing multi-family dwellings, and Movable Tiny Homes.*
> - *The mixed-use development ranges in size and scale from neighborhood commercial mixed-use with smaller nonresidential uses, to high-rise mixed-use with larger nonresidential uses.*

- *Conversion and/or rehabilitation of existing nonresidential, residential, or mixed-use structures to be used for housing.*

Housing types for different income levels were analyzed, including single-resident occupancy and affordable housing that may be for families, seniors, residents with special needs or permanent supportive housing. The EIR also analyzed the impacts from various locations, geographies, and environments where build out of the RHNA could occur, including the following:

- *Sites currently zoned for residential uses, including multi-family and single-family uses;*
- *Sites currently zoned for commercial uses, which permit residential uses;*
- *Sites currently zoned for hybrid industrial uses, which permit joint live-work residential uses;*
- *Non-vacant sites, and sites with existing housing;*
- *Sites located near public transit;*
- *Sites located in a Historic Preservation Overlay Zone (HPOZ)*
- *Sites located in areas with special environmental considerations, such as areas located by Open Space, Hillside Areas, Very High Fire Hazard Severity Zones (VHFHSZ) or Coastal Zones.*

To analyze project-level impacts on the environment from the variety of housing types and locations that could potentially be built to accommodate the RHNA citywide, the City established a team of experienced project planners who have experience in reviewing environmental documents and analyzing or consulting on environmental impacts for housing projects, as well as other development types, across the entire City geography, including project planners who work in the Major Projects Section, who are responsible for reviewing and preparing all EIRs citywide for the Planning Department; planners who work in the Citywide Environmental Policy Unit who are responsible for advising on all CEQA impact issues, training and advising planners on preparing CEQA clearances; as well as project planners who review and prepare exemptions, negative declarations, mitigated negative declarations, and sustainable communities environmental assessments (SCEAs) within specific geographies in the City. After assembling this consulting team, the City surveyed the thousands of environmental assessments that have been prepared in the last five years for housing development of the type that will build out the RHNA and selected 54 case studies to discuss in the EIR which identify both the typical- and worst-case environmental impacts from housing development. In the survey of environmental assessments, it was determined that the City reviews hundreds of discretionary housing projects every year for CEQA compliance, that the largest majority of housing projects do not require mitigation, as many housing development projects are found to be exempt from CEQA (specifically, hundreds of categorical exemptions are used for small to medium scale housing projects, including Class 32 for infill projects up to 75 units or less); and less than 10 percent of discretionary housing projects require an EIR due to significant and unavoidable impacts. Based on this, the case studies are more heavily weighted toward larger-scale projects or those in sensitive environments that are more likely to have significant impacts. Smaller projects in more urban infill areas typically do not require an EIR, a mitigated negative declaration, or SCEA, unless there are specific site conditions, such as historical resources, site contamination, or archaeological resources, that *raise potential environmental impact concerns. The case studies, which include EIRs, mitigated negative declarations, and SCEAs, were selected based on the type of project (e.g., multi-family residential, single-family residential, ADUs, mixed-use development, and conversion and/or rehabilitation), scale of project (single-family to large tower/mixed use), locations with the broadest range of geographies and environmental conditions, and levels of development and density (hillsides, urban, regional centers, coastal, and suburban areas), as well as projects that include income-restricted projects. The intent was to be conservative and identify all of the reasonably foreseeable ways housing can result in environmental impacts in the City, as well as identify the best mitigation measures developed to address those impacts. The City finds the case studies reviewed in the EIR and their identified level of impacts (i.e., no impacts, less than significant impacts, less than significant impacts with mitigation, and significant and unavoidable impacts) are representative of the typical- and worst-case environmental impacts of housing development to be built to accommodate the RHNA. Also, the City finds that it is not reasonably foreseeable that housing development that will build out the RHNA will have significant impacts in those impact categories that were scoped out in the Initial Study (Appendix A to the FEIR). Additionally, the City finds the mitigation measures, developed in the EIR and included in the MMP, to be used by projects within the scope of the EIR, are comprehensive and based on the screening criteria included in those mitigation measures, further studies, and performance standards will, in a majority of circumstances, reduce environmental impacts from housing development to less than significant. However, based on the findings below and the EIR analysis, even with the application of the mitigation measures in the MMP, significant impacts identified in the Program EIR Findings can still occur from housing development of all types throughout the City. The City Council finds the EIR has analyzed and identified the significant impacts that are reasonably foreseeable from housing development in the City for the types of housing projects (described above) that will accommodate the RHNA. (Appendix A: Citywide Housing Element 2021-2029 and Safety Element Updates Final EIR, CEQA Findings of Facts and Statement of Overriding Considerations.)*

Additional information regarding the analysis of the impacts from housing projects or the Housing Element Program and build-out of the RHNA is provided in Environmental Analysis, Section 4.0, of the Draft EIR.

B.3 Environmental Impacts Analyzed in the Program EIR

The environmental impacts analyzed and the impact conclusions identified for Projects within the Scope of the Program EIR are shown in Appendix A, CEQA Findings of Facts and Statement of Overriding Consideration for the 2021-2029 Citywide Housing Element and Safety Element Updates, and in the Program EIR, which may be found at https://planning.lacity.org/development-services/eir.

B.4 Program EIR Mitigation Measures

The City Council adopted the MMP for the 2021-2029 Housing Element, provided in Appendix B. The MMP provides that, subject to City authority, the applicable mitigation measures in the MMP shall be imposed as conditions of approval for a project analyzed as a subsequent approval pursuant to CEQA Guidelines Section 15168.

C. FINDING THAT THE PROPOSED HOUSING PROJECT IS A PROJECT WITHIN THE SCOPE OF THE PROGRAM FOR WHICH THE PROGRAM EIR WAS CERTIFIED

Check all of the boxes in Table C-1 that describe the Proposed Housing Project:

Table C-1

☐ **Multi-family residential development –** Range from small apartment buildings with two to 10 units, medium apartment buildings with between 11-49 units, large apartment buildings with between 50-200 units, or larger apartment buildings and high-rise structures with more than 200 units
☑ **Single-family residential development –** Range in size and scale from smaller single-family homes to larger single-family homes, small lot subdivisions, and new single-family subdivisions
☐ **Accessory dwelling unit (ADU**) - Include attached ADUs, detached ADUs, Junior ADUs, ADUs converted from existing floor area, multiple ADUs on lots with existing multi-family dwellings, and Movable Tiny Houses
☐ **Mixed-use development** - Range in size and scale from neighborhood commercial mixed use with smaller nonresidential uses, to high-rise mixed-use with larger nonresidential uses
☐ **Conversion and/or rehabilitation –** Existing nonresidential, residential and mixed-use structures to be converted/rehabilitated for housing
☑ **Housing type for different income levels**, including single-resident occupancy and affordable housing that may be for families, seniors, residents with special needs or permanent supportive housing

CONCLUSION

Check one of the following:

☑ **AT LEAST ONE BOX IN TABLE C-1 IS CHECKED**

The Proposed Housing Project is within the scope of the program that was analyzed in the Program EIR. Go to Section D and E to determine if the site-specific environmental effects of the Proposed Housing Development are within the scope of the Program EIR.

☐ **NONE OF THE BOXES IN TABLE C-1 ARE CHECKED**

The Proposed Housing Project is not within the scope of the program that was analyzed in the Program EIR. A separate environmental analysis is required.

D. MITIGATION MEASURES APPLICABLE TO THE PROPOSED HOUSING PROJECT

The following mitigation measures (MMs) from the MMP (Appendix B) are relevant and applicable to the Proposed Housing Project based on the mitigation measure thresholds of applicability and based on a review of the Proposed Housing Project:

Check all MMs from the MMP that apply to the Project and provide a brief explanation of why any mitigation measures are not triggered by the applicability standard in the mitigation measure:

Mitigation Measure		Applies to Proposed Housing Project
Air Quality		
4.2-2(a)	Construction Emissions Reduction	☐ Yes ☑ No
4.2-2(b)	Operations Emissions Reduction	☐ Yes ☑ No
4.2-3	Construction TAC Reduction Measures	☐ Yes ☑ No

Brief explanation:

Mitigation Measure 4.2-2(a): The Project does not propose demolition of more than 13,500 square feet of building area, greater than 5,000 cubic yards of grading, more than 5 acres of graded area, ten or more piece of heavy equipment, or more than 150 truck trips per day.
Mitigation Measure 4.2-2(b): The Project does not propose the construction of 462 single-family or 612 multifamily homes.
Mitigation Measure 4.2-3: The Project does not anticipate a construction duration greater than 18 months (as shown on the Construction Schedule in Appendix B). Furthermore, the Project shall be conditioned to use construction equipment that meets the CARB Tier 4 Final or USEPA Tier 4 off-road emissions for all equipment rated 50 horsepower or greater. A copy of each unit’s certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

Mitigation Measure		Applies to Proposed Housing Project
Biological Resources		
4.3-1(a)	Biological Resources Reconnaissance Survey and Reporting	☐ Yes ☑ No
4.3-1(b)	Sensitive Species/Habitat Avoidance: Pre-Construction Bird Nest Surveys, Avoidance, and Notification	☐ Yes ☑ No
4.3-1(c)	Focused Surveys for Rare Plants	☐ Yes ☑ No
4.3-1(d)	Adaptive Management Plan	☐ Yes ☑ No
4.3-2(a)	Habitat Mitigation and Monitoring Plan	☐ Yes ☑ No
4.3-2(b)	Protected Tree and Tree Canopy Survey	☑ Yes ☐ No

Brief explanation:

Mitigation Measure 4.3-1(a)-(d): Project does not involve vegetation removal, ground disturbance, or staging of vehicles, equipment, or materials and providing access routes on natural (native) or disturbed but undeveloped land. Furthermore, the Department of City Planning (DCP) does not find that the site has any potential to support special status species and also is not within 300 feet of a site with any potential to support special status species as shown on ZIMAS under the 'Biological Resources Potential' category (based on a Protection Areas for Wildlife [PAWs] study that the City conducted) and as affirmed by the Owner's Declaration of Biological Resources found in Appendix B.
Mitigation Measure 4.3-1(b)-(d): The mitigation measures do ot applicable as a survey was not required pursuant to 4.3-1(a).
Mitigation Measure 4.3-2(a): The project is not in an area potentially containing sensitive natural community or jurisdictional waters or riparian habitats as the project site contains a "Biological Resources Potential" of "None" according the ZIMAS. Therefore, this mitigation measure does not apply.

Mitigation Measure		Applies to Proposed Housing Project
Cultural Resources		
4.4-1(a)	Identification of Built-Environment Historical Resources	☐ Yes ☑ No
4.4-1(b)	Rehabilitation of Historical Resources	☐ Yes ☑ No
4.4-1(c)	Design Requirements for New Construction	☐ Yes ☑ No
4.4-1(d)	Relocation and Rehabilitation of Historical Resources	☐ Yes ☑ No
4.4-1(e)	Historic American Building Survey Documentation	☐ Yes ☑ No
4.4-1(f)	Interpretive Program	☐ Yes ☑ No
4.4-1(g)	Construction Monitoring, Salvage, and Reuse	☐ Yes ☑ No
4.4-1(h)	Temporary Protective Relocation	☐ Yes ☑ No
4.4-1(i)	Excavation and Shoring Plan	☐ Yes ☑ No
4.4-1(j)	Structural Construction Monitoring	☐ Yes ☑ No
4.4-2	Archaeological Resources	☑ Yes ☐ No

Brief explanation:

Mitigation Measure 4.4-1(a)-(j): The existing buildings were assessed in Survey LA and were not identified as potentially eligible for listing on the City, state, or national historical register, individually or as contributors to a district.

Mitigation Measure 4.4-1(b)-(j): No survey was required based upon 4.4-1(a) above and, therefore, no mitigations measures are required.

Mitigation Measure		Applies to Proposed Housing Project
Geology and Soils		
4.5-1(a)	Paleontological Procedures for Discretionary Projects	☑ Yes ☐ No
4.5-1(b)	Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring	☑ Yes ☐ No
4.5-1(c)	Construction Monitoring	☑ Yes ☐ No
4.5-1(d)	Fossil Discovery, Salvage, and Treatment	☑ Yes ☐ No
Brief explanation:		
Hazards and Hazardous Materials		
4.7-2(a)	Environmental Site Assessment	☐ Yes ☑ No
4.7-2(b)	Site Remediation and Health and Safety Plan	☐ Yes ☑ No

Brief explanation:

Mitigation Measure 4.7-2(a)-(b): The project site is not located within 500 feet of a Hazardous Material site listed on any database. City Planning has verified through record search, including the hazardous material and contamination databases listed, that the project site is not zoned or previously zoned industrial or on land used for gas station or dry cleaning. An Owner's Affidavit is included in Appendix B stating that the owners are not aware of nor do we have any reason to believe that the Project site has previously been used for an industrial use, gas station, or dry cleaner, nor is otherwise contaminated with hazardous substances. Environmental Site Assessment and MM 4.7-2b Site Remediation and Health and Safety Plan, would not apply to the Project as it is not located within 500 feet of a Hazardous Material site listed in any of the relevant databases; nor is it located on an Oil Drilling District or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by CalGEM; nor is it located on any land currently or previously designated with an industrial use class or industrial zoning; nor is it located on land currently or previously used for a gas station or dry-cleaning facility (as shown in Appendix B).
Mitigation Measure 4.7-2(b)No remediation is required based on 4.7-2(a) above.

Mitigation Measure		Applies to Proposed Housing Project
Hydrology and Water Quality		
4.8-1	Drainage Pattern Alterations and Flood Control	☐ Yes ☑ No

Brief explanation:

Mitigation Measure 4.8-1: The Los Angeles Bureau of Engineering (BOE) has analyzed the project and determined that it will not impede or redirect flood flows. BOE has determined that a study is not required to assess drainage and flood flow. Existing regulations, including LID requirements, are adequate or the Project's flood control and drainage.

Mitigation Measure		Applies to Proposed Housing Project
Noise		
4.10-1(a)	Noise Shielding and Silencing	☑ Yes ☐ No
4.10-1(b)	Use of Driven Pile Systems	☑ Yes ☐ No
4.10-1(c)	Enclosures and Screening	☑ Yes ☐ No
4.10-1(d)	Construction Staging Areas	☑ Yes ☐ No
4.10-1(e)	Temporary Sound Barriers	☑ Yes ☐ No
4.10-1(f)	Project-Specific Construction Noise Study	☐ Yes ☑ No
4.10-2	Project-Specific Operational Noise Study	☑ Yes ☐ No
4.10-3(a)	Vibration Control Plan	☐ Yes ☑ No
4.10-3(b)	Vibration Mitigation	☑ Yes ☐ No

Brief explanation:

Mitigation Measure 4.10-1(f): As shown on the project Plans, the Project will not involve two or more subterranean levels or 20,000 cubic yards or more of excavated material (construction of the project will involve the excavation of 2,906 cubic yards of soil). As shown in the Project Construction Schedule in Appendix B, project construction will not last for a duration over 18 months. In addition, as imposed in MM 4.10-1(b), the Project will not use driven (impact), sonic, or vibratory pile drivers. Based on the Construction Equipment list provided in Appendix B, the Project does not anticipate the use of equipment greater than 300 horsepower. Therefore, this mitigation measure does not apply.
Mitigation Measure 4.10-3(a): Project does not involve rollers or sonic pile drivers within 50 feet of an extremely fragile building (non-engineered masonry) or a designated historical resource or resource identified in Survey LA as potentially eligible for designation. A construction equipment list showing that no vibratory rollers or sonic pile drivers are planned for use during Project construction is contained in the Construction Noise Study in Appendix B.

Mitigation Measure		Applies to Proposed Housing Project
Public Services		
4.12-1(a)	Design Plans Review	☐ Yes ☑ No
4.12-1(b)	Emergency Access	☐ Yes ☑ No
4.12-1(c)	Hillside Fire/Vegetation Management Plan	☐ Yes ☑ No
4.12-1(d)	Submittal of Plot Plan	☐ Yes ☑ No
4.12-2(a)	Crime Prevention Unit Consultation	☐ Yes ☑ No
4.12-2(b)	Security During Construction	☐ Yes ☑ No
Brief explanation: Mitigation Measures 4.12-1(a)-(d): Project does not propose more than 300 housing units, is not located in a VHFHSZ or an SRA area. Mitigation Measures 4.12-2(a)-(b): Project does not propose more than 300 housing units and is not on a project site of more than 10 acres.		
Transportation		
4.14-1	Construction Management Plan	☐ Yes ☑ No
4.14-2	Transportation Demand Management Program	☐ Yes ☑ No
Brief explanation: Mitigation Measure 4.14-1: LADOT has not determined that the Project will have potential impacts to the circulatory system. Mitigation Measure 4.14-2: The transportation analysis has determined that the Project will not have significant VMT impacts. The Project's VMT impacts were analyzed using LADOT's VMT modeling spreadsheet and was found to contribute 38 net daily trips and 261 net daily vehicle miles traveled (Appendix B). Pursuant to LADOT's Transportation Assessment Guidelines, a project could potentially have significant impacts if it generates a net increase of 250 or more daily vehicle trips. This project will not have VMT impacts because, according to LA DOT's VMT modeling spreadsheet, this project will not exceed 250 net ADT.		

Mitigation Measure		Applies to Proposed Housing Project
Tribal Cultural Resources		
4.15-1(a)	Native American Consultation and Monitoring for Discretionary Projects	☑ Yes ☐ No
4.15-1(b)	Discovery of Potential Tribal Cultural Resources	☑ Yes ☐ No
Brief explanation: Mitigation Measure 4.15-1(a): The Project completed a Archaeological Resources Assessment Report was prepared by BFSA Environmental Services in February of 2025 (contained in Appendix B). BFSA Environmental Services conducted a record search with a study area of no less than 1 mile around the project area. The records search concluded that no potential impacts to significant buried cultural resources are anticipated with the proposed development of the project and, therefore, no mitigation measures are recommended pursuant to the presence of Native Tribal Cultural resources on the Project site.		
Wildfire		
4.17-1	Hillside Construction Staging and Parking Plan	☐ Yes ☑ No
4.17-3	Undergrounding of Power Lines in and Near an SRA and VHFHSZs	☐ Yes ☑ No
Brief explanation: Mitigation Measure 4.17-1: Project is not located in or adjacent to an SRA or VHFHSZ. Mitigation Measure 4.17-3: Project is not located in or within one mile of an SRA or VHFHSZ and does not involve the installation of new power lines.		

Substitute Mitigation Measures

THE APPLICANT FOR THE PROPOSED HOUSING PROJECT IS PROPOSING SUBSTITUTED MITIGATION MEASURES FOR ANY OF THE MITIGATION MEASURES THAT ARE CHECKED ABOVE

☐ Yes ☑ No

If YES, include the substituted mitigation measures below, with the necessary findings showing the mitigation measure is equal or more effective to the mitigation measures in the Mitigation Measure Program at reducing the significant impact to less than significant and no new significant impact will result from the substitution:

Any attachments or technical studies that support findings will need to be printed out and attached to the Appendix and will be included in the project file.

THE APPENDIX WILL BE FILLED OUT ☐ Yes ☑ No

Planner to fill out the Appendix page at the end of the checklist to list any substituted measures and any additional pages to support findings.

CONCLUSION

Check one of the following (Note: this may require the analysis in Section E to be completed first):

☐ None of the mitigation measures from the MMP are applicable to the Proposed Housing Project.

☑ All applicable mitigation measures (including substitute measures) will be imposed on the Proposed Housing Project through conditions of approval, or have already been incorporated into the Proposed Housing Project.

☐ Not all applicable mitigation measures will be imposed on the Proposed Housing Project through conditions of approval, or have already been incorporated into the Proposed Housing Project.

E. FINDING THAT SITE SPECIFIC EFFECTS FROM THE PROPOSED HOUSING PROJECT WERE ANALYZED IN THE PROGRAM EIR

E.1 Screening Criteria

The following screening questions shall be answered to evaluate whether the Proposed Housing Project has the potential for site-specific or project-specific circumstances or conditions to result in an environmental effect not examined in the Program EIR. If any of the following questions are answered 'Yes', further analysis will be required in Section E.2.

a. Do any mitigation measures from the MMP require further analysis or study?
☑ Yes ☐ No

If **Yes**, prepare any studies and conduct any analysis required by the mitigation measure, per Section E.2.

b. Does the Proposed Housing Project lack compliance with a mitigation measure (including a substitute mitigation measure) identified as applicable to the Proposed Housing Project in Section D? ☐ Yes ☑ No

If **Yes**, determine if the environmental effect was examined in the Program EIR, per Section E.2.

c. Would the Proposed Housing Project require a variance or specific plan exception to provide relief from a standard required to protect scenic resources or scenic quality in an adopted Code, Specific Plan, or overlay ordinance (e.g., the Mulholland Scenic Parkway Specific Plan, the San Gabriel/Verdugo Mountains Scenic Preservation Specific Plan)?
☐ Yes ☑ No

If **Yes**, conduct an analysis of Questions I.a and I.c in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

d. Would the Proposed Housing Project involve the modification or destruction of a scenic resource or obstruction of public view of a scenic resource?
☐ Yes ☑ No

If **Yes**, conduct an analysis of Questions I.a and I.c in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

e. Would the Proposed Housing Project involve rezoning agriculturally zoned land?
☐ Yes ☑ No

If **Yes**, conduct an analysis of Question II.b in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the

Program EIR, per Section E.2.

f. Would the Proposed Housing Project be within 50 feet of a fault delineated on the Alquist-Priolo Earthquake Fault Zoning Map?

☐ Yes ☑ No

If **Yes**, conduct an analysis of Question VII.a.i in Appendix G of the CEQA Guidelines to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

g. Would the Proposed Housing Project result in significant impacts to VMT using the thresholds and methodology provided in the LADOT Transportation Assessment Guidelines?

☐ Yes ☑ No

If **Yes**, conduct an analysis of VMT to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

h. Would the Proposed Housing Project have peculiar or unique project or site characteristics from those analyzed in the Program EIR that could result in an effect not examined in the Program EIR (e.g., projects that conflict with an adopted Airport Land Use Plan or Water Quality Management Plan, or sites in use for mineral resource recovery (does not include oil and gas), projects involving septic tanks)?

☐ Yes ☑ No

If **Yes**, conduct an analysis to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

i. Is the project located within one mile of a freeway offramp and does it require a transportation assessment by the Los Angeles Department of Transportation (DOT)?[1]

☐ Yes ☑ No

If **Yes**, conduct an analysis of freeway queueing, as required by DOT, to determine if the Proposed Housing Project will have an effect that was not examined in the Program EIR, per Section E.2.

[1] Transportation assessments are typically required if the project would both generate a net increase of 250 or more daily vehicle trips and would result in a net increase in daily VMT. DOT would also require a transportation assessment if the project is replacing an existing number of residential units with a smaller number of residential units, and the proposed project is located within one-half mile of a heavy rail, light rail, or bus rapid transit station.

CONCLUSION

After finishing review of the screening questions in Section E.1, check one of the following boxes.

☐ **ALL SCREENING QUESTIONS ARE MARKED 'NO'**

Pursuant to CEQA Guidelines Section 15168(c)(4), the environmental effects of the Proposed Housing Project were within the scope of the Program EIR. Prepare a Mitigation and Monitoring Program for the Proposed Housing Project. No further analysis is required.

☑ **ONE OR MORE SCREENING QUESTIONS ARE MARKED 'YES'**

Go to Section E.2.

E.2 Analysis to Determine if the Proposed Housing Project Would Have Effects Not Examined in the Program EIR

Instructions:

Conduct all analysis required in Section E.1 to determine if the Proposed Housing Project would have one or more environmental site- or project-specific effect(s) not examined in the Program EIR.

The following site- or project-specific effects are not effects that were examined in and within the scope of the Program EIR:

- a significant impact that would result because the Proposed Housing Project will not comply with a mitigation measure found applicable to the Proposed Housing Project from Appendix B, or will not comply with a substituted mitigation measure of equal or equivalent effectiveness (see Conclusion in Section D).
- a significant impact in an impact category found in the Program EIR to be less than significant, less than significant with mitigation, or have no impact;
- a significant impact that cannot be mitigated to less than significant with mitigation measures in Appendix B or by a substituted mitigation measure, in any of the following impact categories, which are impacts that by their nature would have impacts unique to the resource(s):
  - to a historical resource;
  - to a biological resource;
  - to an archaeological resource;
  - to a paleontological resource;
  - to tribal cultural resources;
  - related to hazardous materials; or
  - related to wildfires.

Without limitation, the following effects from a Proposed Housing Project are effects examined in and within the scope of the Program EIR:

- a significant and unavoidable impact related to criteria pollutant air quality standards from construction NOx, PM_{10} and $PM_{2.5}$ emissions;

- a significant and unavoidable impact related to criteria pollutant air quality standards from operational NOX, VOC, PM_{10}, and $PM_{2.5}$ emissions; or
- a significant and unavoidable impact (project or cumulative) related to construction and operational noise or vibration impacts.

CONCLUSION

Based on the analysis above, and the whole of the administrative record, substantial evidence supports that (check one):

☑ **THE PROPOSED HOUSING PROJECT WILL NOT HAVE EFFECTS NOT EXAMINED IN THE PROGRAM EIR.**

The Proposed Housing Project is fully within the scope of the program and its impacts were examined in the Program EIR. Prepare a Mitigation and Monitoring Program for the Proposed Housing Project for all mitigation measures identified in Subsection D and E, as applicable. No additional environmental analysis documents need to be prepared.

☐ **THE PROPOSED HOUSING PROJECT WILL HAVE ONE OR MORE EFFECTS NOT EXAMINED IN THE PROGRAM EIR.**

A tiered negative declaration or tiered environmental impact report will be prepared for the following environmental effect(s) pursuant to CEQA Guidelines Section 15152:

Impacts to be Analyzed in Tiered CEQA Clearance:

All other effects are within the scope of the Program EIR and require no further analysis pursuant to CEQA Guideline Section 15152. The analysis provided herein shall be relied upon, in part, to support adoption of the tiered document as only being required to analyze the above listed impact(s).

APPENDIX

SUBSTITUTED MITIGATION MEASURES

List any Substituted Mitigation Measures, if any, along with any additional documents to support findings in the section below:

ANALYSIS

Complete, as applicable, based on Sections E.1 and E.2 above. Please attach any technical studies required and summarize the impact and the required mitigation measures and/or monitoring program for the Proposed Housing Project.

The following analysis is provided as required based on the following questions from Section E.1 and E.2:

Attached technical studies include:

(1) a Tree Report
(2) A Native Tribal, Archaeological, Paleontological Resource Analysis
(3) Hazardous Materials Search Results and Owner's Affidavit of Hazards and Hazardous Materials
(4) A Geotechnical Report and Los Angeles Department of Building and Safety Approval Letter
(5) VMT Calculator Output Data Sheets and LADOT Transportation Study Assessment Form
(6) Noise Impact Analysis
(7) Distance from Very High Fire Hazard Severity Zones and State Responsibility Areas Exhibit
(8)Project Grading Plan
(9) Project Construction Schedule and Equipment List
(10) Owner's Declaration of Biological Resources

Appendix A

Expanded Project Description and Applicability of Citywide Housing Element 2021 -2029 and Safety Element Updated Program EIR for the 1904-1906 Preuss Road Project

Expanded Project Description

The Project Site is currently occupied by two three-bedroom single family dwellings (one on each parcel) ranging in size from 2,345 square feet to 2,722 square feet. Each parcel is rectangular and abut an alley improved to 15 feet in width adjacent to the Project Site. The Site also contains thirteen non-protected significant trees (see Tree Report prepared for the site contained in Appendix B). All trees will be removed for the proposed development.

Environmental Setting

The Project Site is in a highly urbanized area surrounded by a mix of land uses, including residential uses as well as commercial and school facilities. To the west of the Project Site, along Preuss Road, land uses include multi-family and single-family dwellings with surface parking. Further to the west, along Robertson Boulevard, the Project area includes commercial shopping uses, multi-family residential uses, and institutional uses such as a school and assisted living facility. To the east, north, and south, the Project area includes single- and multi-family residential uses.

Site Background and Existing Site Conditions

The 16,774.9 square foot Project Site is currently occupied by two two-story single-family residential buildings constructed in 1941 and 1933. Each building contains a two-bedroom dwelling unit with detached garage and is surrounded by hardscape and landscape elements. The site has been used for residential buildings since its development in the middle of the twentieth century. The Project Site is characterized by a sloping hill that descends from a high point elevation of 150.3 feet (above sea level) at the front of the property to a low point of 130.2 feet at the rear.
Neither of the existing buildings on the Project Site were identified by SurveyLA – the citywide historic resources survey overseen by the City of Los Angeles' Office of Historic Resources – as appearing to be eligible through survey evaluation for listing in the National Register of Historic Places, the California Register of Historical Resources, and as a local Historic-Cultural Monument. Therefore, the existing single-family dwellings are not considered historical resources for purposes of CEQA.

Project Components

The Project involves the demolition of both of the existing two-story single-family homes and the subdivision of the two existing lots into twelve (12) Small Lots pursuant to Los Angeles Municipal Code (LAMC) 12.22. C.27. Project construction includes eleven new four-story single-family residential buildings and one new three-story single-family residential building containing a total of twelve residential units and 24 parking spaces located throughout the Project Site. The development includes eleven four-bedroom dwellings and one three-bedroom unit. One (1) unit (8 percent) would be restricted as affordable housing for Very Low-

Income Households. The new residential buildings will reach a maximum height of 45 feet to the top of the parapets. Overall, the Project includes approximately 27,105 square feet floor area and a maximum lot coverage of 60.7 percent.

Vehicular parking spaces will be located within at-grade parking garages for the eleven (11) market rate units and outside (directly adjacent to the building) for the one (1) affordable dwelling unit. Bicycle parking spaces would be provided on-site with one long-term bicycle parking space located in each garage and a long-term bicycle locker located adjacent to the main entrance of the affordable dwelling unit.

One (1) common access driveway would serve the Project and would be located perpendicular to Preuss Road, running from the existing driveway apron adjacent to Preuss Road to the alleyway at the rear of the property. Site users would also be able to enter and exit the property from the rear alleyway, alleviating traffic congestion that could spill out onto the main roadways. Emergency vehicle access to the Project Site would be taken from Preuss Road and use the common access driveway as a means of approach.

The Project would provide open space which would include private roof decks for each of the eleven (11) market rate dwelling units. Each roof deck is 383 square feet except the roof deck for Unit L (at the rear of the southern lot) which is 291 square feet. In exchange for the provision of a covenanted Very Low Income affordable dwelling unit, the project is requesting a fifty percent reduction in the otherwise required twenty-foot Building Line setback (ORD-140304) in order to provide a ten-foot front yard setback pursuant to LAMC 12.22. A.25. and State Government Code (GC) 65915 – 65918.

Key details of the Project are listed in Table 1.

Table 1: Project Summary	
Lot Area (Pre-dedicated, including half-alley)	17,927.4 square feet
Number of Existing Lots	2
Number of Proposed Lots	12
Maximum Height (Proposed)	45 feet
Total Floor Area	27,105 square feet
Residential Unit Summary	
Lot 1 (Unit A)	2,011 square feet of lot area
2,288 square feet of floor area (37% lot coverage)	2 parking spaces
Lot 2 (Unit B)	1,232 square feet of lot area
2,365 square feet of floor area (60.7% lot coverage)	2 parking spaces
Lot 3 (Unit C)	1,232 square feet of lot area
2,365 square feet of floor area (60.7% lot coverage)	2 parking spaces
Lot 4 (Unit D)	1,232 square feet of lot area
2,365 square feet of floor area (60.7% lot coverage)	2 parking spaces
Lot 5 (Unit E)	1,232 square feet of lot area
2,365 square feet of floor area (60.7% lot coverage)	2 parking spaces
Lot 6 (Unit F)	1,492 square feet of lot area
1,341 square feet of floor area (35.6% lot coverage)	2 parking spaces

Lot 7 (Unit G)	2,017 square feet of lot area
2,288 square feet of floor area (37% lot coverage)	2 parking spaces
Lot 8 (Unit H)	1,233 square feet of lot area
2,365 square feet of floor area (60.7% lot coverage)	2 parking spaces
Lot 9 (Unit I)	1,233 square feet of lot area
2,365 square feet of floor area (60.7% lot coverage)	2 parking spaces
Lot 10 (Unit J)	1,234 square feet of lot area
2,365 square feet of floor area (60.6% lot coverage)	2 parking spaces
Lot 11 (Unit K)	1,235 square feet of lot area
2,365 square feet of floor area (60.6% lot coverage)	2 parking spaces
Lot 12 (Unit L)	1,493 square feet of lot area
2,281 square feet of floor area (49% lot coverage)	2 parking spaces

Open Space

The Project has been designed to activate the pedestrian environment with the inclusion of ground-level landscaping at the front and rear perimeters and permeable hardscaped pedestrian pathway on each side. The Project would provide a total of 6,942 square feet of open space spread across its twelve residential units in the form of balconies and rooftop decks.

Trees

A total of 13 trees were documented as part of a Tree Report (Appendix B) prepared for the Project. Of these trees, all 13 are located within the Project Site boundary. Per the Tree Report, all of the trees are non-protected trees per the City of Los Angeles Protected Tree and Shrub Ordinance.
The 13 trees identified on the Project Site are as follows: three King Palms (*Archontophoenix cunninghamiana*), one Mexican Fan Palm (*Washingtonia robusta)*, two Citrus species, one Crepe Myrtle (*Robinia pseudoacacia),* and six Weeping Figs (*Ficus benjamina)*. Development of the Project would result in the removal of all 13 trees. The Project Site does not contain any woodlands or sensitive natural vegetation communities. The Project would provide three new Purple Orchids (*Bauhinia variegata)* as street trees (there currently are none), and several species of bushes, shrubs, and grasses on the Project Site as decorative ground cover.

Construction

Construction would begin in the first Quarter 2026 and conclude in the second Quarter of 2027. No pile driving would occur. Approximately 2,906 cubic yards of soil would be exported. Construction is not expected to utilize more than 10 pieces of heavy equipment or 150 truck trips in a single day.

Applicability of Citywide Housing Element 2021-
2029 and Safety Element Updates Program EIR
Mitigation Measures

Air Quality

Air Quality

4.2-2(a) Construction Emissions Reduction	☐ **Yes**	☒ **No**
4.2-2(b) Operations Emissions Reduction	☐ **Yes**	☒ **No**
4.2-3 Construction TAC Reduction Measures	☐ **Yes**	☒ **No**

The Project would require the demolition of 5,076 square feet of floor area, the export of approximately 2,906 cubic yards of soil, is on a site of 0.41 acres, and will not require the use of more than ten pieces of heavy-duty construction equipment, nor 150 truck trips on any given day. Thus, per the requirements of Program EIR Mitigation Measure Program EIR Mitigation Measure (MM) 4.2-2(a), no Construction Air Quality Assessment is required. As such, the approval of the Project would not result in any significant effects relating to construction air pollutant concentrations.

Per the Program EIR MM 4.2-2(b), Operations Emissions Reduction may apply if a project meets the following identified trigger stated in the mitigation measure itself:

- 462 single-family homes or
- 612 multi-family residential; or
- the equivalent of one of the above

The Project includes the construction of twelve (12) single-family homes and, therefore, is not required to implement any mitigation measures associated with operational air quality impact reduction, including the preparation of an Air Quality Impact Analysis. As such, the approval of the Project would not result in any significant effects relating to operational air pollutant concentrations.

Program EIR MM 4.2-3, Construction TAC Reduction Measures is not applicable to the Project, as construction is not anticipated to have a duration greater than 18 months as shown in the Construction Timeline shown in Appendix B. Therefore, Mitigation Measure 4.2-3 is not applicable to the Project. Furthermore, the Project shall be conditioned to use construction equipment that meets the CARB Tier 4 Final or USEPA Tier 4 off-road emissions for all equipment rated 50 horsepower or greater. A copy of each unit's certified tier specification or model year specification and CARB or SCAQMD operating permit (if applicable) shall be available upon request at the time of mobilization of each applicable unit of equipment.

Biological Resources

Biological Resources

4.3-1(a) Biological Resources Reconnaissance Survey and Reporting	☐ Yes	☒ No
4.3-1(b) Sensitive Species/Habitat Avoidance: Pre-Construction Bird Nest Surveys, Avoidance, and Notification	☐ Yes	☒ No
4.3-1(c) Focused Surveys for Rare Plants	☐ Yes	☒ No
4.3-1(d) Adaptive Management Plan	☐ Yes	☒ No
4.3-2(a) Habitat Mitigation and Monitoring Plan	☐ Yes	☒ No
4.3-2(b) Protected Tree and Tree Canopy Survey	☒ Yes	☐ No

The Project does not require vegetation removal, ground disturbance, staging of vehicles, equipment, materials, or access routes on natural (e.g., native, virgin) or disturbed but undeveloped (e.g., unpaved, areas barren, or ruderal) areas that contain or have the potential to support special-status species, sensitive habitat. Nor is the Project Site within 300 feet of suitable habitat to support special-status species. The Project Site lacks native and critical habitat and is fully surrounded by residential uses. Furthermore, the Department of City Planning (DCP) does not find that the site has any potential to support special status species, nor is it within 300 feet of a site with any potential to support special status species as evidenced by the designation of "None" under the "Biological Resources Potential" category on the City's Zone Information and Map Access System (ZIMAS) (based on a Protection Areas for Wildlife [PAWs] study that the City conducted). As such Program EIR MMs 4.3-1(a) *Biological Resources Reconnaissance Survey and Reporting*, 4.3-1(c) *Focused Surveys for Rare Plants*, 4.3-1(d) *Adaptive Management Plan* and 4.3-2(a) *Habitat Mitigation and Monitoring Plan* would not be applicable.

Program EIR MM 4.3-1(b) *Sensitive Species/Habitat Avoidance: Pre-Construction Bird Nest Surveys, Avoidance, and Notification* would not be applicable to the Project as no sensitive species are likely on the Project Site as it lacks native and critical habitat.

Program EIR MM 4.3-2 (b), *Protected Tree and Tree Canopy Survey* would be applicable to the Project as it involves the removal of trees. Program EIR MM 4.3-2 (b), among other measures, requires a tree report and tree replanting plan to be prepared by a certified arborist.

The Project would comply with Program EIR MM 4.3-2 (b). A Tree Report was prepared for the Project Site by The Tree Resource and is contained in Appendix B. As noted in the Tree Report, there are 13 trees located on the Project Site. All of the trees are non-protected trees per the City of Los Angeles Protected Tree and Shrub Ordinance. Development of the Project would result in the removal of all 13 trees. The Project would provide three new street trees where none currently exist. The Tree Report has been provided to the City for review. Based upon the Tree Report, no further mitigation is required to be imposed pursuant to 4.3-2(b).

Cultural Resources

Cultural Resources

4.4-1(a) Identification of Built-Environment Historical Resources	☐ Yes	☒ No
4.4-1(b) Rehabilitation of Historical Resources	☐ Yes	☒ No
4.4-1(c) Design Requirements for New Construction	☐ Yes	☒ No
4.4-1(d) Relocation and Rehabilitation of Historical Resources	☐ Yes	☒ No
4.4-1(e) Historic American Building Survey Documentation	☐ Yes	☒ No
4.4-1(f) Interpretive Program	☐ Yes	☒ No
4.4-1(g) Construction Monitoring, Salvage, and Reuse	☐ Yes	☒ No
4.4-1(h) Temporary Protective Relocation	☐ Yes	☒ No
4.4-1(i) Excavation and Shoring Plan	☐ Yes	☒ No
4.4-1(j) Structural Construction Monitoring	☐ Yes	☒ No
4.4-2 Archaeological Resources	☒ Yes	☐ No

Per Program EIR MM 4.4-1(a) *Identification of Built-Environment Historical Resources*, the City of Los Angeles Historic Resources Survey (SurveyLA) results were consulted to determine whether the Project area, or adjacent areas, have been subject to previous cultural resources studies and whether historical resources were identified. The existing buildings on the Project site were evaluated in SurveyLA and were not identified as potentially eligible for listing on the City, state, or national historical register, individually or as contributors to a district. Therefore, Program EIR MMs 4.4-1(a) through 4.4-1(j) are not applicable to the proposed Project.

Program EIR MM 4.4-2 requires projects that involve ground disturbance in native soils or soils of unknown origin to complete a cultural resources assessment to identify potential archaeological resources located in the Project site and implement applicable impact reduction techniques to reduce substantial adverse effects associated with the inadvertent discovery of archaeological resources. The Project proposes grading in order to accommodate the footings and foundational elements of its twelve new buildings. Therefore, Program EIR MM 4.4-2 *Archaeological Resources* would be applicable to the Project as the Project involves ground disturbance. An Archaeological Resources Assessment Report was prepared by BFSA Environmental Services in February of 2025 (Appendix B). According to the report, there were no known archaeological resources identified within the Project Site.

The Phase I archaeological assessment of the Preuss Road Project was conducted in compliance with CEQA and City of Los Angeles environmental requirements. Based on the results of the current survey and a review of historic data, no potential impacts to significant buried cultural resources are anticipated with the proposed development of the Project. Furthermore, the records search results indicated that only historic built resources are recorded within a one-mile radius of the project and no prehistoric resources have ever been identified within the vicinity of the project. Therefore, due to the disturbed nature of the property as a result of previous development, clearing, and grading, coupled with the records search results, there is little to no potential that any archaeological deposits are present within the Project boundaries. No further cultural resources study or mitigation measures are recommended as a condition of permit approval. A copy of this report will be submitted to the SCCIC at CSU Fullerton.

Per the provision of Program EIR MM 4.4-2 *Archaeological Resources*, the Project will implement applicable impact reduction techniques to reduce substantial adverse effects associated with the inadvertent discovery of archaeological resources. The Department of City Planning has reviewed the cultural resources assessment for the purposes of the Housing Element checklist pursuant to Section E1.

- The Project applicant retained a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards (PQS) in archaeology to complete a cultural resources assessment of the development site. The cultural resources assessment included an archaeological pedestrian survey of the development site, background archival research, and field sampling to determine whether subsurface prehistoric or historic remains were be present. Archival research included a records search conducted at the South Central Coastal Information Center (SCCIC) and a Sacred Lands File (SLF) search conducted with the Native American Heritage Commission (NAHC). According to the Archaeological Assessment conducted for the Project site "the results of the records search indicate that no recorded archaeological resources are located within the project [site] and the SLF from the NAHC returned with negative results." Due to the negative results of the assessment, no mitigation measures were recommended in relation to any cultural resource impacts from the proposed Project.

Geology and Soils

Geology and Soils		
4.5-1(a) Paleontological Procedures for Discretionary Projects	☒ **Yes**	☐ **No**
4.5-1(b) Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring	☒ **Yes**	☐ **No**
4.5-1(c) Construction Monitoring	☒ **Yes**	☐ **No**
4.5-1(d) Fossil Discovery, Salvage, and Treatment	☒ **Yes**	☐ **No**

Program EIR MM 4.5-1(a) *Paleontological Procedures for Discretionary Projects*, would apply to the Project as it involves grading activities at depths greater than previous disturbance on the site.Therefore, a Paleontological Resources Assessment Report was prepared by BFSA Environmental Services in February of 2025 (Appendix B). According to the report, the Pleistocene-aged old paralic/alluvial deposits have the potential to yield significant paleontological resources, based on age, depositional environment, and regional fossil records. Therefore, paleontological monitoring is recommended during earth disturbance activities within undisturbed alluvial deposits, starting at the surface. Based upon these conclusions and recommendations, a Paleontological Resource Impact Mitigation Program (PRIMP) is warranted. Details regarding the PRIMP are imposed as mitigation measures under MM 4.5-1(a) (see Mitigation Monitoring Program and Appendix B) The PRIMP would reduce adverse impacts to potential paleontological resources to a level below significant.

Based on the results of the Paleontological Resources Assessment Report prepared by BFSA Environmental Services, Program EIR MM 4.5-1(b) *Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring*, 4.5-1(c) *Construction Monitoring* and 4.5-1(d) *Fossil Discovery, Salvage, and Treatment* apply to the Project. With the implementation of the applicable Program EIR MMs, any potentially significant impacts to Paleontological resources are reduced to a less than significant level.

Hazards and Hazardous Materials

Hazards and Hazardous Materials				
4.7-2(a) Environmental Site Assessment	☐	**Yes**	☒	**No**
4.7-2(b) Worker Environmental Awareness Program, Fossil Salvage, and Construction Monitoring	☐	**Yes**	☒	**No**

Program EIR MM 4.7-2a *Environmental Site Assessment* and MM 4.7-2b *Site Remediation and Health and Safety Plan*, would not apply to the Project as it is not located within 500 feet of a Hazardous Material site listed in any of the relevant databases; nor is it located on an Oil Drilling District or located on or within 50 feet of a property identified as having an oil well or an oil field (active or inactive) by CalGEM; nor is it located on any land currently or previously designated with an industrial use class or industrial zoning; nor is it located on land currently or previously used for a gas station or dry-cleaning facility (as shown in Appendix B). An Owner's Affidavit is also included in Appendix B stating that the owners are not aware of nor do we have any reason to believe that the Project site has previously been used for an industrial use, gas station, or dry cleaner, nor is otherwise contaminated with hazardous substances.

Hydrology and Water Quality

Hydrology and Water Quality

4.8-1 Drainage Pattern Alterations and Flood Control ☐ **Yes** ☒ **No**

Program EIR MM 4.8-*1 Drainage Pattern Alterations and Flood Control* would not apply to the Project as the Project would not impede or redirect flood flows with compliance with existing regulations and regulatory compliance measures (RCMS).

The Project would be designed to comply with the City of Los Angeles Low Impact Development (LID) design standards. Based on the Geotechnical Report provided by Schick Geotechnical, Inc., dated March 24, 2023 (Appendix B), pad and roof drainage will be collected and transferred to the street in non-erosive drainage devices. Drainage will not be allowed to pond on the pad or against any foundation or retaining wall. Numerous area drains will be installed on the site to prevent ponding. Planters located adjacent to the structure will be waterproofed to the depth of footings and provided with area drains. The Project would implement several stormwater treatment options, such as a bio-filtration flow through planter system and a rainwater harvesting system. The required BMPs, such as a bio-filtration flow through planter system or a rainwater harvesting system, shall be sized to collect the 85th percentile storm runoff volume based on Bureau of Sanitation Low Impact Development Standards. The rainwater harvesting system would be connected to the buildings' irrigation system so that collected stormwater runoff would be re-used. The system is designed to capture runoff, store it within its chambers, and re-use it for irrigation. The Bureau of Engineering has determined that a study is not required to examine drainage and flood flow. Existing regulations, including LID requirements are adequate for flood control and drainage.

Noise

Noise	

4.10-1(a) Noise Shielding and Silencing	☒ Yes ☐ No
4.10-1(b) Use of Pile Driven Systems	☒ Yes ☐ No
4.10-1(c) Enclosures and Screening	☒ Yes ☐ No
4.10-1(d) Construction Staging Areas	☒ Yes ☐ No
4.10-1(e) Temporary Sound Barriers	☒ Yes ☐ No
4.10-1(f) Project-Specific Construction Noise Study	☐ Yes ☒ No
4.10-2 Project-Specific Operational Noise Study	☒ Yes ☐ No
4.10-3(a) Vibration Control Plan	☐ Yes ☒ No
4.10-3(b) Vibration Mitigation	☒ Yes ☐ No

Program EIR MMs 4.10-1(a) *Noise Shielding and Silencing*, 4.10-1(c) *Enclosures and Screening*, 4.10-1(d) *Construction Staging Areas*, 4.10-1(e) *Temporary Sound Barriers*, and 4.10-3(b) Vibration Mitigation apply to all discretionary projects. The Project is requesting an off-menu waiver of development standard pursuant to LAMC 12.22. A.25. and GC 65915 – 65918 (Density Bonus Law) as well as approval of its 12 new small lots pursuant to LAMC 12.22. C.27. and GC 66410 - 66413.5 (Small Lot Subdivision Law). Therefore, the Project requires discretionary actions from its local municipal agencies, and constitutes a discretionary project. In addition, MM 4.10-1(b) applies to the Project and the Project will not use driven (impact), sonic, or vibratory pile drivers. This requirement shall be shown on the plans. Therefore, Program EIR MMs 4.10-1(a) *Noise Shielding and Silencing*, 4.10-3(b) *Vibration Mitigation*, 4.10-1(c) *Enclosures and Screening*, 4.10-1(d) *Construction Staging Areas*, MM 4.10-1(b) *Use of Pile Driven Systems,* and 4.10-1(e) *Temporary Sound Barriers* would apply to the Project.

Program EIR MM 4.10-1(f) does not apply to the project. As shown on the project Plans, the Project will not involve two or more subterranean levels or 20,000 cubic yards or more of excavated material (construction of the project will involve the excavation of 2,906 cubic yards of soil). As shown in the Project Construction Schedule in Appendix B, project construction will not last for a duration over 18 months. In addition, as imposed in MM 4.10-1(b), the Project will not use driven (impact), sonic, or vibratory pile drivers. The use of equipment rated 300 horsepower or greater is also not planned during construction as shown in the Construction Equipment List (Appendix B). Although, none of the triggers in MM 4.10-1(f) would be triggered during project construction, the Project has completed a Construction Noise Study to show that Project construction noise will not exceed thresholds of significance with the use of equipment barriers and mufflers. The Project-specific Construction Noise Study is contained in Appendix B. No additional mitigation measures are recommended based on the Project-specific Construction Noise Study.

Program EIR MM 4.10-2, Project-Specific Operational Noise Study, applies to all discretionary housing developments with roof decks and/or pool decks. The Project proposes roof decks for eleven of its twelve dwelling units. Therefore, Program EIR MM 4.10-2, Project-Specific Operational Noise Study would apply to the Project.

A Noise Study, meeting the requirements of the Program EIR MM, was prepared by a Brian Silveira & Associates (Appendix B). The results of the Noise Study show that the operational noise impacts of the Project would not exceed 3 dBA. Furthermore, under Public Resources Code (PRC) 21085, noise impacts from residents and their guests are not a CEQA impact. Noise generated by the Project's roof decks would be from residents and their guests and, therefore, would not be a CEQA impact. Even in the event that PRC 21085 did not apply, there would not be significant operational noise impacts as concluded by the Operational Noise Study included in Appendix B.

Public Services

Public Services

4.12-1(a) Design Plans Review	☐ **Yes**	☒ **No**
4.12-1(b) Emergency Access	☐ **Yes**	☒ **No**
4.12-1(c) Hillside Fire/Vegetation Management Plan	☐ **Yes**	☒ **No**
4.12-1(d) Submittal of Plot Plan	☐ **Yes**	☒ **No**
4.12-2(a) Crime Prevention Unit Consultation	☐ **Yes**	☒ **No**
4.12-2(b) Security During Construction	☐ **Yes**	☒ **No**

Program EIR MMs 4.12-1(a) *Design Plans Review*, 4.12-1(b) *Emergency Access*, 4.12-1(c) *Hillside Fire/Vegetation Management Plan*, and 4.12-1(d) *Submittal of Plot Plan* would not be applicable to the Project as they only apply to discretionary projects with more than 300 housing units and located in Very High Fire Hazard Severity Zone (VHFHSZ) or State Responsibility Area (SRA) areas and where the Los Angeles Fire Department (LAFD) finds it necessary on the basis that existing regulations are not adequate to avoid risk of fire based on unusual site-specific, area, roadway or project characteristics. The Project site is not located in a VHFHSZ or SRA. LAFD has reviewed the Project and did not find further plan review necessary.

Program EIR MMs 4.12-2(a) *Crime Prevention Unit* Consultation and 4.12-2(b) *Security During Construction* apply to projects with more than 300 units or on a project site of more than 10 acres. The Project proposes twelve single-family units and is located on a site of 0.41 acres. Therefore, Program EIR MMs 4.12-2(a) *Crime Prevention Unit* Consultation and 4.12-2(b) *Security During Construction* do not apply to the Project.

Transportation

Transportation

4.14-1 Construction Management Plan	☐ **Yes**	☒ **No**
4.14-2 Transportation Demand Management Plan	☐ **Yes**	☒ **No**

Program EIR MM 4.14-1 *Construction Management Plan* would not apply to the Project as it applies to projects that the Los Angeles Department of Transportation (LADOT) has determined will have potential impacts to the circulatory system. LADOT has examined the Project and determined that it would not have potential impacts to the circulatory system (Appendix B).

Program EIR MM 4.14-2 *Transportation Demand Management Plan* would not apply to the Project as it applies to projects that will have significant impacts to VMT under LADOT Transportation Assessment Guidelines. The Project's VMT impacts were analyzed using LADOT's VMT modeling spreadsheet and was found to contribute 38 net daily trips and 261 net daily vehicle miles traveled (Appendix B). Pursuant to LADOT's Transportation Assessment Guidelines, a project could potentially have significant impacts if it generates a net increase of 250 or more daily vehicle trips. This project will not have VMT impacts because, according to LA DOT's VMT modeling spreadsheet (Appendix B), this project will not exceed 250 net ADT.

Tribal Cultural Resources

Tribal Cultural Resources

4.15-1(a) Native American Consultation and Monitoring for Discretionary Projects	☒ **Yes**	☐ **No**
4.15-1(b) Discovery of Potential Tribal Cultural Resources	☒ **Yes**	☐ **No**

Program EIR MM 4.15-1(a) *Native American Consultation and Monitoring for Discretionary Projects* requires that all discretionary projects that involve ground disturbing activities in previously undisturbed soils shall prepare a cultural resources assessment and do a record search with a study area of no less than 0.5 mile around the project area. Notification shall be provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site and have submitted a written request to the Department of City Planning to be notified of proposed projects in that area. The Project is also subject to Program EIR MM 4.15- 1(b) *Discovery of Potential Tribal Cultural Resources* in the event that Tribal Cultural Resources are discovered during Project activities.

The Project would be consistent with Program EIR MM 4.15-1(a). An Archaeological Resources Assessment Report was prepared by BFSA Environmental Services in February of 2025 (Appendix B). The results of the records search indicate that no recorded archaeological resources are located within the project. A Sacred Lands File (SLF) search was also requested from the Native American Heritage Commission (NAHC), which returned with negative results.

A cultural resources assessment was prepared by BFSA Environmental Services in February of 2025 (Appendix B). BFSA Environmental Services conducted a record search with a study area of no less than 1 mile around the project area. The records search concluded that no potential impacts to significant buried cultural resources are anticipated with the proposed development of the project and, therefore, no mitigation measures are recommended pursuant to the presence of Native Tribal Cultural resources on the Project site. Notification has been provided to California Native American tribes that are traditionally and culturally affiliated with the geographic area of the project site.

The City received a response to its notification to California Native American tribes from the Gabrieleño Band of Mission Indians – Kizh Nation for the proposed Project. The tribe requested consultation but did not submit any reference materials or evidence regarding known tribal resources. The City presented Program EIR MM 4.15-1(a) and MM 4.15-1(b) as applicable measures for the Project. The tribe disagreed with these mitigation measures and referred to a set of desired mitigation measures for consideration. Based on the conclusions of the Cultural Resource Assessment and the Archaeological Assessment prepared for the Project, the Project is not expected to have any potential to impact cultural resources and therefore a monitoring program or additional mitigation measures are not required. As such, the Project complies with Program EIR MM 4.15-1(a).

In the event that Native American Tribal Cultural Resources are discovered during Project construction, then MM 4.15-1(b) would apply.

Wildfire

Wildfire

4.17-1 Hillside Construction Staging and Parking Plan	☐ **Yes**	☒ **No**
4.17-3 Undergrounding of Power Lines in and Near an SRA and VHFHSZs	☐ **Yes**	☒ **No**

Program EIR MM 4.17-1 *Hillside Construction Staging and Parking Plan* applies to discretionary projects for development located in or adjacent to an SRA or VHFHSZ. The Project is not adjacent to an SRA or VHFHSZ. Therefore, Program EIR MM 4.17-1 *Hillside Construction Staging and Parking Plan* would not apply to the Project.

Program EIR MM 4.17-3 *Undergrounding of Power Lines in and Near an SRA and VHFHSZ* discretionary applications for development located in or within one mile of an SRA or VHFHSZs. The Project is not within one mile of an SRA or VHFHSZ. Therefore, Program EIR MM 4.17-3 *Undergrounding of Power Lines in and Near an SRA and VHFHSZ* would not apply to the Project.

Appendix B

Technical Reports for 1904-1906 Preuss Road Project

Department of City Planning Case No. CPC-2023-6115-DB-HCA

1. Tree Report by Certified Arborist for Proposed Project at 1904-1906 Preuss Road
2. Native Tribal, Archaeological, and Paleontological Resource Analysis
3. Hazardous Materials Search Results and Owner's Affidavit of Hazards and Hazardous Materials
4. Geotechnical Report and Los Angeles Department of Building and Safety Approval Letter
5. VMT Calculator Output Data Sheets and LADOT Transportation Study Assessment Form
6. Noise Impact Analysis
7. Distance from Very High Fire Hazard Severity Zones and State Responsibility Areas
8. Project Grading Plan
9. Project Construction Schedule and Equipment List
10. Owner's Declaration of Biological Resources

TREE REPORT

PREPARED FOR

Marc Dauer

2313 Duxbury Circle

Los Angeles, CA 90034

PROPERTY

1904-1906 S Preuss Rd.

Los Angeles, CA 90034

CONTACT

Billy Diep, Breakform Design

310.322.3700

billy.d@breakformdesign.com

January 12, 2023

PREPARED BY

LISA SMITH, **THE TREE RESOURCE ®**

REGISTERED CONSULTING ARBORIST #464

ISA BOARD CERTIFIED MASTER ARBORIST #WE3782B

ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR

MEMBER OF AMERICAN SOCIETY OF CONSULTING ARBORISTS

P.O. BOX 49314, LOS ANGELES, CA 90049

T 310-663-2290 **E** lisa@thetreeresource.com

TABLE OF CONTENTS

TREE REPORT

1904-1906 S Preuss Rd.
Los Angeles, CA 90034

SUMMARY

PROJECT OVERVIEW	
Site Address	**1904-1906 S Preuss Rd., Los Angeles, CA 90034**
Location and/or Specific Plan	**Beverlywood Vicinity**
Project Description	**Subdivision of 2 lots into 12 new single family residential small lot subdivisions (11 units and 1 affordable unit).**
Number of Protected Trees on Site	**0**
Number of Recommended Removals	**0**
Date of Site Visit	**09/22/2022**

This Tree Report was prepared at the request of the property owner, Marc Dauer, who is preparing to build new multi unit housing on this property. The subject property is located in the Beverlywood Vicinity area of Los Angeles. It is currently developed with single family residences which the owner is preparing to demolish and will subdivide the two lots into twelve new single family residential small lot subdivisions (11 units and 1 affordable unit).

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 no trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees.**

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees.**

At this time, I observed thirteen (13) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

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

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. 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

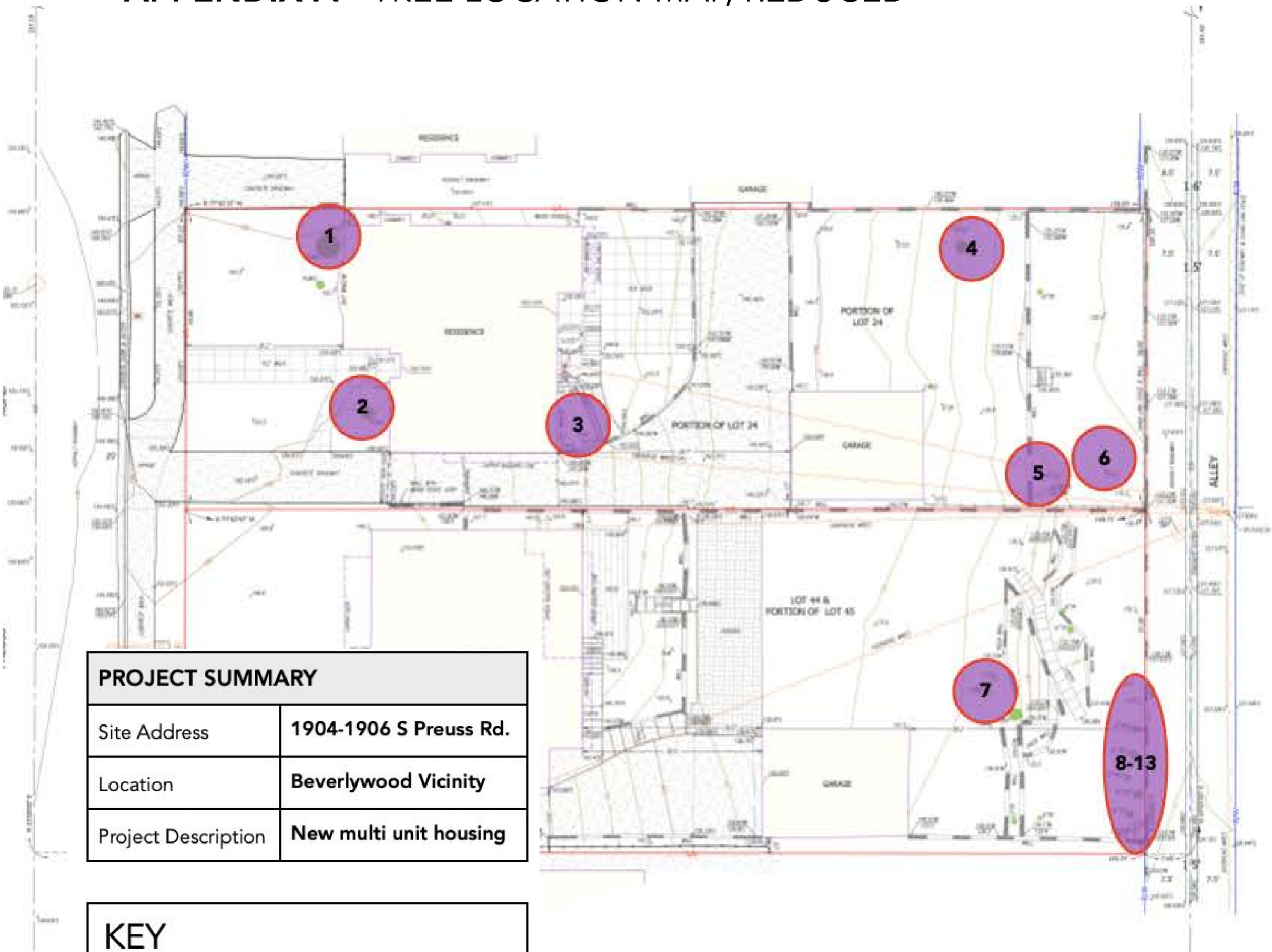
Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

NON-PROTECTED TREES

Thirteen (13) Non-Protected Significant Trees are in the direct footprint of the new construction and are recommended for removal.

APPENDIX A - TREE LOCATION MAP, REDUCED



PROJECT SUMMARY	
Site Address	**1904-1906 S Preuss Rd.**
Location	**Beverlywood Vicinity**
Project Description	**New multi unit housing**

KEY

Non-Protected Significant Tree

Tree recommended for removal

SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX B - PHOTOGRAPHS

PHOTO 1 - Shows some of the non-protected trees on site that are recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 2 - Shows some of the non-protected trees on site that are recommended for removal.

APPENDIX B - PHOTOGRAPHS

PHOTO 3 - Shows some of the non-protected trees on site that are recommended for removal.

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	King Palm *Archontophoenix cunninghamiana*	Non-Protected	10, 5	20	10	C	Remove
2	King Palm *Archontophoenix cunninghamiana*	Non-Protected	10, 8, 7, 4	30	15	C	Remove
3	King Palm *Archontophoenix cunninghamiana*	Non-Protected	8	30	10	C	Remove
4	Mexican Fan Palm *Washingtonia robusta*	Non-Protected	12	30	5	C	Remove
5	Citrus sp.	Non-Protected	6	8	8	C	Remove
6	Citrus sp.	Non-Protected	6	8	8	C	Remove
7	Crepe Myrtle *Robinia pseudoacacia*	Non-Protected	8	15	10	D	Remove
8	Weeping Fig *Ficus benjamina*	Non-Protected	14	35	15	C	Remove
9	Weeping Fig *Ficus benjamina*	Non-Protected	14	35	15	C	Remove
10	Weeping Fig *Ficus benjamina*	Non-Protected	12	35	15	C	Remove
11	Weeping Fig *Ficus benjamina*	Non-Protected	18	35	15	C	Remove
12	Weeping Fig *Ficus benjamina*	Non-Protected	16	35	15	C	Remove
13	Weeping Fig *Ficus benjamina*	Non-Protected	12	35	15	C	Remove

APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

RECOMMENDATION

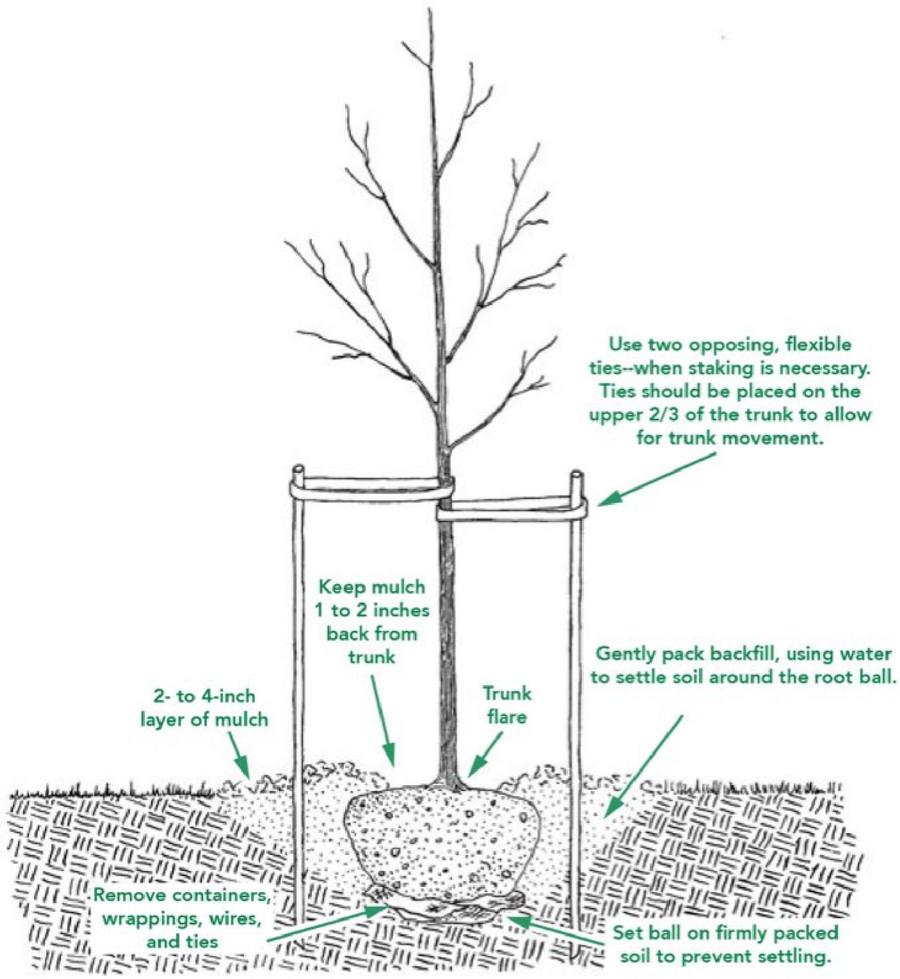
Tree #	Species	Status	Condition	Retain or Remove	Reason for Removal
1	King Palm Archontophoenix cunninghamiana	Non-Protected	Fair	Remove	Construction Impact
2	King Palm Archontophoenix cunninghamiana	Non-Protected	Fair	Remove	Construction Impact
3	King Palm Archontophoenix cunninghamiana	Non-Protected	Fair	Remove	Construction Impact
4	Mexican Fan Palm Washingtonia robusta	Non-Protected	Fair	Remove	Construction Impact
5	Citrus sp.	Non-Protected	Fair	Remove	Construction Impact
6	Citrus sp.	Non-Protected	Fair	Remove	Construction Impact
7	Crepe Myrtle Robinia pseudoacacia	Non-Protected	Poor	Remove	Construction Impact
8	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
9	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
10	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
11	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
12	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact
13	Weeping Fig Ficus benjamina	Non-Protected	Fair	Remove	Construction Impact

APPENDIX D - SUMMARY OF DATA

Table 3. Summary of Replacement

	Existing Trees to Be Removed	Trees to be Planted in Replacement
NON-PROTECTED SIGNIFICANT TREES 8" + DBH Replaced 1:1	13	13
TOTAL	**13**	**13**

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

PHASE I ARCHAEOLOGICAL ASSESSMENT FOR THE PREUSS ROAD PROJECT

CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

CONFIDENTIAL APPENDIX

APNs 4302-020-003 and -006

Lead Agency:

City of Los Angeles
200 North Spring Street
Los Angeles, California 90012

Preparer:

BFSA Environmental Services,
a Perennial Company
14010 Poway Road, Suite A
Poway, California 92064

Project Proponent:

Brian Silveira & Associates
P.O. Box 291
1313 Grand Boulevard
Venice, California 90294

February 10, 2025

BFSA Environmental Services
A Perennial Company

APPENDIX B

Archaeological Records Search Results

BFSA Environmental Services, a Perennial Company

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEMS RECORDS SEARCH

Company:	BFSA Environmental Services, a Perennial Company
Processed By:	Emily T. Soong
Date Processed:	January 28, 2025
Project Identification:	Preuss Road
Information Center:	South Central Coastal Information Center
Search Radius:	1 Mile Buffer

Historical Resources:

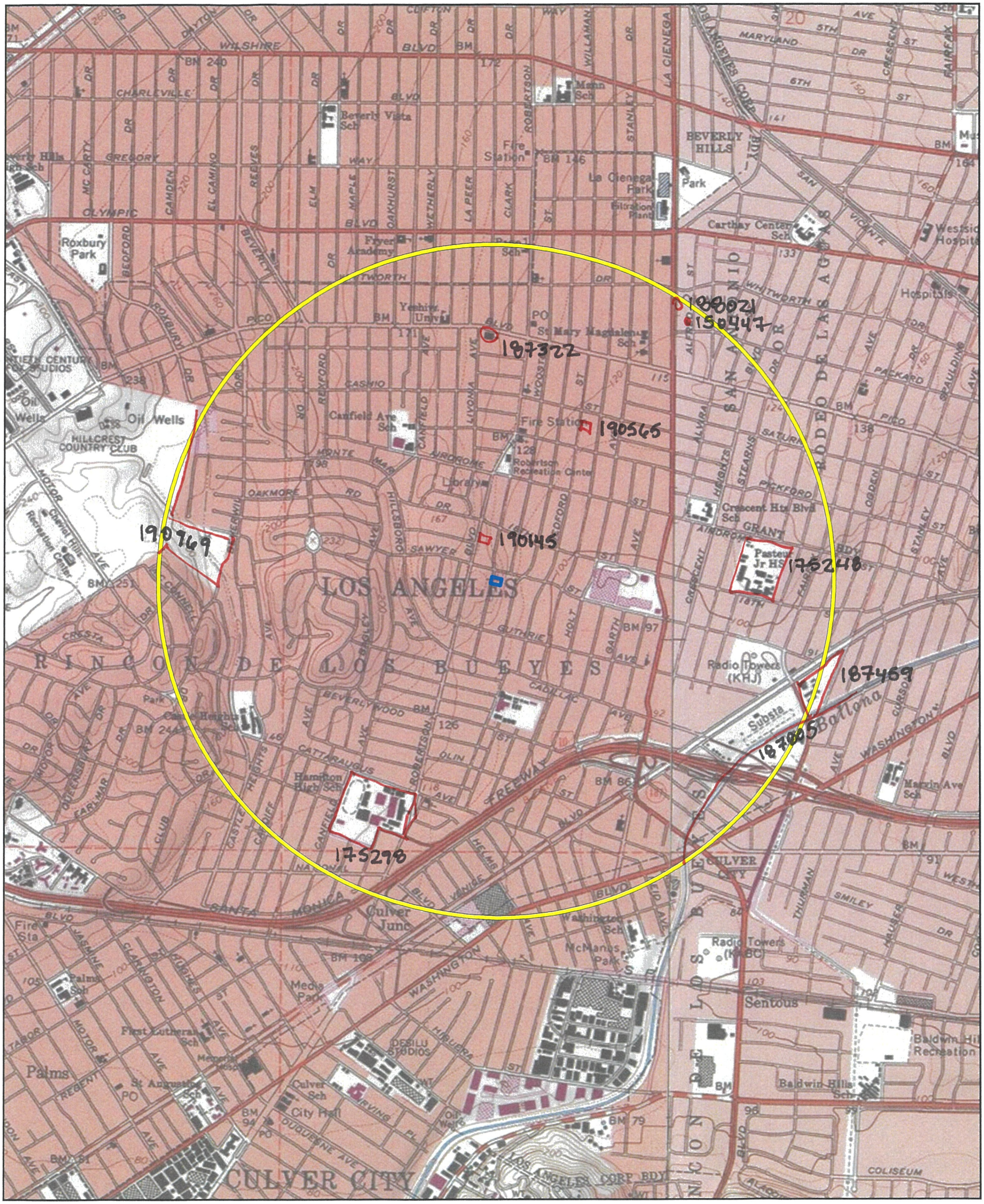
Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been reviewed for all recorded sites.

There are 10 resources located within a mile radius of the current project area, none of which are located within the subject property.

Previous Survey Report Boundaries:

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been reviewed.

There are 17 reports within a mile radius of the current project area, none of which are located within the subject property.



Project
1 mile radius

Preuss Road Project
USGS *Beverly Hills* and *Hollywood* Quadrangles
(7.5-minute series)

N

Resources
1:24,000

pg. 1 of 1

ETS BFSA 1/21/2025

Resource List

Preuss Road

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-150447		OHP Property Number - 105019; Resource Name - 1149 S Alfred St; Voided - 19-176449	Building, Element of district	Historic	HP02		
P-19-175248		OHP Property Number - 097755; Resource Name - Los Angeles Center for Enriched Studies; Other - Louis Pastuer Junior High School	Building	Historic	HP15		
P-19-175298		OHP Property Number - 097815; Resource Name - Hamilton High School	Building	Historic	HP15		
P-19-187322		OHP Property Number - 148134; Resource Name - The Stadium Theater; Other - B'Nai David-Judea Congregation		Historic	HP10; HP16		LA-08096
P-19-187459		Resource Name - LADWP Western District Headquarters; Other - Western District Yard	Building	Historic	HP06		LA-07993
P-19-187805		Resource Name - Ballona Creek Flood Control Channel & Drainage System; Other - 07-LA-1-KP 48.9/49.4 EA166061	Structure	Historic	HP20		LA-12677, LA-12722, LA-12757, LA-13264
P-19-188021		Resource Name - Ionic Composite Masonic Center; Other - Masonic Hall; Other - Ionic Composite Masonic Lodge #520	Building	Historic	HP06; HP13		LA-08415
P-19-190145		Resource Name - Newton Building; CHL -	Building	Historic	HP07		LA-12035
P-19-190565		Resource Name - 1514-1516 S Bedford St	Building	Historic	HP03		LA-12335
P-19-190969		Resource Name - Hillcrest Country Club; Resource Name - Shrine Country Club; Other - Verizon Empyean	Building	Historic	HP39		LA-12723

19-150447

Prop 105019
Hist. Res. DOE - 19 -96-0490-0012
NR: 2D2

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 19-176449
HRI # VOID
Trinomial
NRHP Status Code 2D2

Page 1 of 2

Other Listings
Review Code Reviewer Date

P1. Resource Identifier: 1149 S ALFRED ST

P2. Location: a. County Los Angeles and (**Address** and/or **UTM Coordinates**. Attach Location Map as required.)

b. Address 1149 S ALFRED ST

City Los Angeles **Zip** 90035

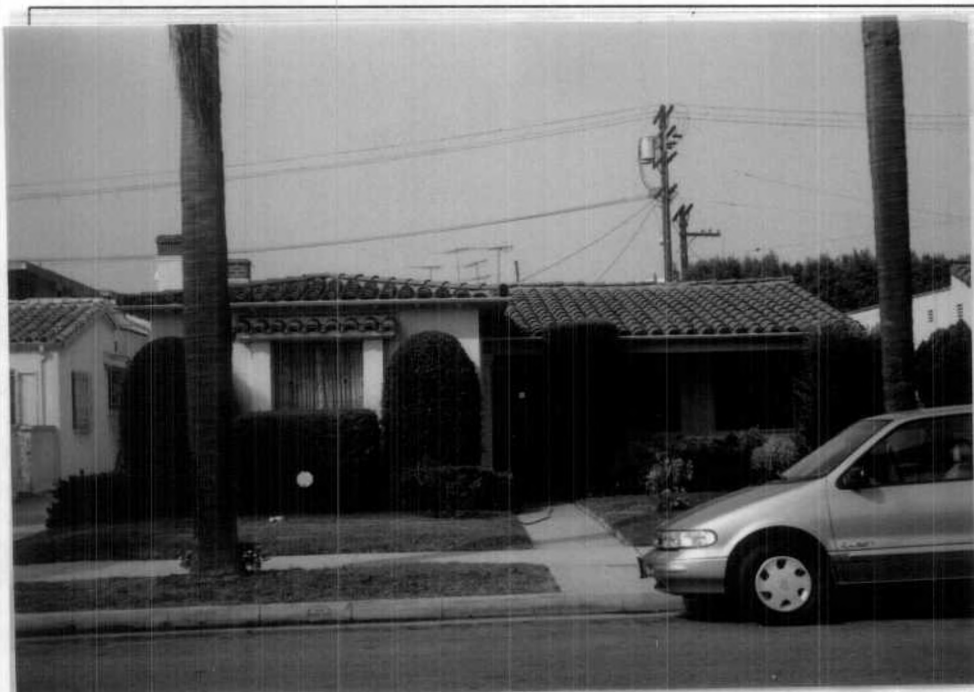
c. UTM: USGS Quad (7.5'/15') Date ; Zone , mE/ mN

d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

P3. Description Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

This single family residence was designed in the Spanish Colonial Revival style. The rectangular plan of the building is covered by a low-pitched roof with a combination of hipped and gabled sections all fit with clay tile. Decorative brackets are present beneath the eaves. The primary facade of the building is an L-shape in plan, formed by a projecting bay in the south side of the facade. This projecting bay is covered by a hipped roof. Centered on its street-facing end is a leaded glass window within a heavy, plain, stuccoed enframement, at the top edge of which is a shallow, clay-tiled projection. The north half of the facade contains an entry porch within the mass which is sheltered by the overhang of the roof. Square, brick columns support its entablature at either end, the south column being engaged to the adjoining wall. Within the porch, windows are flanked by wood shutters. A simple metal railing encloses the front porch.

P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District



P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1936 (F) Building Permit

P7. Owner and Address:
George B. Parks
1149 S. Alfred Street
Los Angeles, CA 90035

P8. Recorded by:
Christy Johnson McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 10/15/96

P10. Type of Survey:
☐ Intensive ☒ Other
☐ Reconnaissance

Describe:
City of Los Angeles Section 106 Review.

P11. Report Citation (Provide full citation or enter "none."):
None.

Attachments: ☐ NONE ☐ Map Sheet ☐ Continuation Sheet ☒ Building, Structure, and Object Record ☒ District Record ☐ Linear Resource Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Resource Identifier: 1149 S ALFRED ST
B2. Historic Name:
B3. Common Name:
B4. Address: 1149 S ALFRED ST
City: Los Angeles County: Los Angeles Zip: 90035
B5. Zoning: B6. Threats: Inappropriate rehabilitation
B7. Architectural Style: Spanish Colonial Revival
B8. Alterations and Date(s):

B9. Moved? ☒ No ☐ Yes ☐ Unknown Date: Original Location:
B10. Related Features:

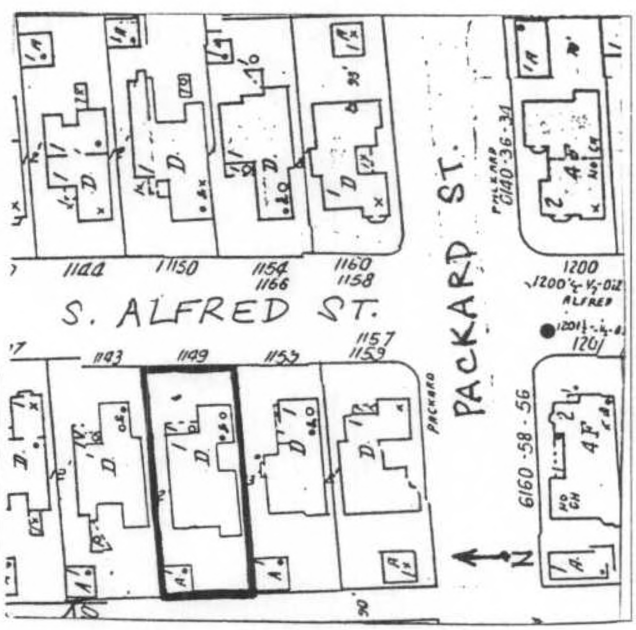
B11. Architect: none Builder: Substantial Homes Ltd.
B12. Historic Attributes (List attributes and codes): 02 Single Family Property

B13. Significance: Theme Residential Architecture Area City of Los Angeles
Period of Significance 1930 Property Type Single-family residence Applicable Criteria C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope Also address integrity.)

Located in the South Carthay District, this 1936 single family residence is representative of the most predominant style in the District, which is comprised of a heavy concentration of Spanish Colonial Revival single and multiple family residences and apartment buildings. The area also features English Tudor Revival, Chateauesque, and Colonial Revival designs. There are approximately 198 single family residences and 485 multiple family dwellings in the District. The cohesion of design of these residences is derived from the majority of construction having occurred in the concentrated period between 1932 and 1936. The influence of developer and contractor Spyros George Ponty, who built homes throughout the Los Angeles area, also contributes to the continuity of design in the South Carthay District.

B14. References:
"Historic Resource Documentation Report: South Carthay" by City of Los Angeles, Bureau of Engineering and Roger G. Hatheway and Associates, 1983. "Historic Context Statement Project Sourcebook: Metro Center" by Historic Resources Group, 1990.

B15. Evaluator: Christy J. McAvoy
Date of Evaluation: 10/15/96



(This space reserved for official comments)

19-175248

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Prop 097755

Primary # District#
HRI # HstRes DOE-19-94-0465 999
Trinomial
NRHP Status Code 2S2

Page 1 of 2

Other Listings
Review Code ____ Reviewer Christy J. McAvoy Date ____

P1. Resource Identifier: LOS ANGELES CENTER FOR ENRICHED STUDIES (AKA LOUIS PASTEUR JUNIOR HIGH SCHOOL)

P2. Location: a. County Los Angeles and (**Address** and/or **UTM Coordinates**. Attach Location Map as required.)

b. Address 5931 W 18TH ST

City Los Angeles **Zip**

c. UTM: USGS Quad ____ **(7.5'/15') Date** ____; **Zone** ____, ____ **mE/** ____ **mN**

d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

HstRes: DOE-19-94-0465- NR.2D2

P3. Description Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

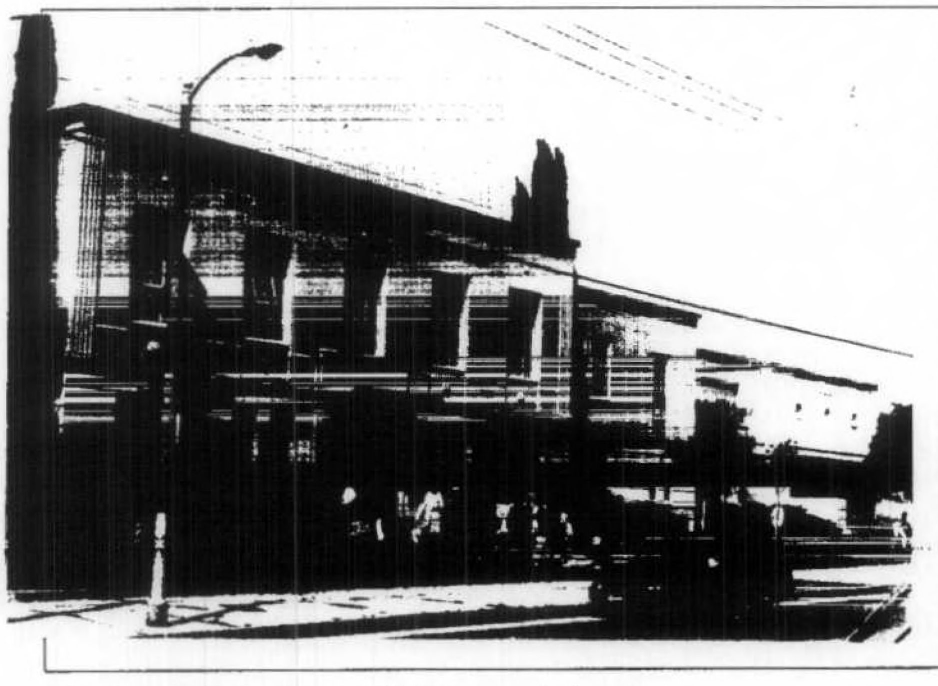
-0001 Prop 100978 -0002 Prop 100979 -0003 Prop 100980

Constructed in 1939, the Administration Building, Auditorium, Language Arts Building, -0004 Prop 100981 Industrial Arts Building, Cafeteria, and Physical Education Building of this middle school campus comprise an important ensemble of Moderne style school buildings. All buildings are topped by flat roofs and constructed of board-formed concrete.

Prop 100982 -0005 -0006 Prop 100983

The Administration Building is two stories in height. The facade of the first floor is scored to resemble stonework and a stringcourse wraps the building at the top of the first floor. Windows are tall and feature multiple lights. Fenestration is symmetrical throughout the building. On the first floor windows are paired. (See Continuation Sheet)

P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District



P6. Date Constructed/Age: ☐ Prehistoric ☒ Historic ☐ Both
1939

P7. Owner and Address:
Los Angeles Unified School District

P8. Recorded by (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 10/12/95

P10. Type of Survey: ☐ Intensive ☐ Reconnaissance ☒ Other

Describe: Survey of earthquake damaged properties for purposes of Section 106 Review.

P11. Report Citation (Provide full citation or enter "none."):
1994 Northridge Earthquake Project Review

Attachments: ☐ NONE ☐ Map Sheet ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ District Record ☐ Linear Resource Record Other (List):

DPR 523A-Test (HRG 7/94)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 19-175248
HRI #

☒ Continuation ☐ Update

Page 2 of 2
Resource Identifier: LOS ANGELES CENTER FOR ENRICHED STUDIES (AKA LOUIS PASTEUR JUNIOR HIGH SCHOOL

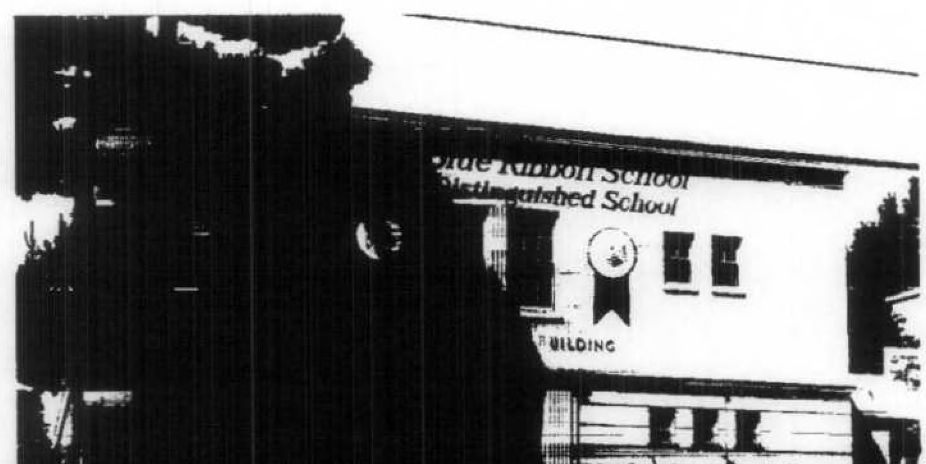
(Continued from Primary Record P3. Description.)

The entrance is centered, up a short flight of stairs, and beneath a hood that projects from the building as a visual extension of the stringcourse. A molded cornice wraps the top of the parapet.

The Auditorium, Language Arts Building, Cafeteria, and Physical Education Building are all very similar in design to the Administration Building. They too feature similar scored concrete on the first floor facade, stringcourses, hoods above entrances, cornices, and overall symmetry. The two-story Auditorium features a centered entrance up a wide flight of stairs and through three evenly spaced doorways beneath one hood. Three porthole windows are positioned on the second story directly above the three doorways. The two-story Language Arts Building features a centered entrance directly above which are two tall windows with multiple lights. Other windows on its front facade are small and grouped in twos and threes. The two-story Cafeteria's windows are of various heights, although generally tall. The two-story Physical Education Building features fenestration generally only on the second floor.

The Industrial Arts Building is of a much simpler design than the other historic buildings of this campus. It is one story in height, rectangular in plan, and features large casement windows evenly spaced on its facades.

These six buildings which comprise the historic core of this middle school campus are intact and all six suffered minor earthquake damage.



Auditorium 19-176363
100979

Admin Bldg. 19-176362
100978

LanguageArtsBldg 19-176364
100980

IndustrialArtsBldg 19-176365
100981

Cafeteria 19-176366
100982

PhysEd Bldg 19-176367
100983


19-175248
LOS ANGELES CENTER FOR ENRICHED STUDIES

19-175248

STATE OF CALIFORNIA – THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

March 16, 2004

Reply To: FEMA031024A

Alessandro Amaglio, Regional Environmental Officer
Region IX - Federal Emergency Management Agency
Department of Homeland Security
1111 Broadway Street, Suite 1200
Oakland, CA 94607-4052

Re: FEMA-1008-DR-CA, HMGP #1008-1096; School Auditorium Suspended Plaster Ceilings – Seismic Retrofits, and Selective Replacement of Light Fixtures, LAUSD

Dear Mr. Amaglio:

In accordance with Stipulation IV.C. of the Programmatic Agreement (PA) applicable to the subject disaster, I have evaluated the National Register of Historic Places (NR) eligibility of the properties listed below. Auditoriums, assembly and multi-purpose room ceilings associated with these properties will the venue for the workscope cited above.

NR Eligible Properties

- Emerson Middle School 1650 Selby Ave, Prop #146099

I believe the portions of this campus that consist of architect Richard Neutra's circa 1940 efforts in this genre are eligible for the NR under criterion C. These portions are virtually intact. The auditorium, including the exterior and the main assembly hall, is contributor to the NR eligible property.

- Dorsey High School 3637 Farmdale Ave, Prop #146100 19-188894

I believe that the Dorsey High School Auditorium is NR eligible under criterion C as a good example of late 1930's streamline moderne architecture. The building's exterior features a rare example of streamline moderne "flying buttresses". Both the exterior and the main assembly hall contribute to the NR eligible property. I do not believe the campus as a whole qualifies for inclusion in the NR.

- Jefferson High School 1319 E 38th St, Prop #146101

Jefferson High School is a premier example of streamline moderne architecture. The original core of buildings is virtually intact and easily qualifies for inclusion in the NR under criterion C. Both the exterior and the main assembly hall of the auditorium contribute to the National Register eligible property.

- Manual Arts High School 4131 S Vermont Ave, Prop #103191 19-161544 19-176441

This property retains its status as NR eligible. Both the exterior and the main assembly hall contribute to the NR eligible property.

FEMA031024A

- Canoga Park High School 6850 Topanga Canyon Ave. Prop#146102

The property as a whole does not qualify for inclusion in the NR. However, the 1939 Auditorium is eligible for inclusion in the NR. Both the exterior and the main assembly hall of this building contribute.

- Los Angeles Center for Enriched Studies 5831 W 18th St, Prop#100979 19-176363

The property as a whole is not NR eligible owing to integrity loss. However, the Auditorium appears NR eligible under criterion C. Both exterior and the main assembly hall of this building contribute.

National Register Ineligible Properties

- Adams Middle School

Neither this property as a whole nor the auditorium appears eligible for inclusion in the NR owing to severe modifications that have greatly diminished integrity.

All ceilings and light fixtures within the auditoriums of the properties classified above as NR eligible are important interior character defining elements. As such, a retrofit scheme should be devised that accomplishes its purposes while simultaneously leaving these elements as intact as possible.

If you have any questions about this matter, please contact Hans Kreutzberg of my staff.

Sincerely,

H Kreutzberg for
Dr. Knox Mellon
State Historic Preservation Officer

Enclosures

19-175298

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Prop 097815

Primary #
HRI # Hist Res DOE-19-94-0406-9999
Trinomial
NRHP Status Code ~~2D2~~ 2S2

Page 1 of 2

Other Listings
Review Code Reviewer Christy J. McAvoy Date

P1. Resource Identifier: HAMILTON HIGH SCHOOL

P2. Location: a. County Los Angeles and (**Address** and/or **UTM Coordinates**. Attach Location Map as required.)

b. Address 2955 ROBERTSON BL

City Los Angeles **Zip**

c. UTM: USGS Quad (7.5'/15') Date ; Zone , mE/ mN

d. Other Location Data (e.g., parcel #, legal description, directions to resources, additional UTMs, etc., when appropriate):

DOE-19-94-0406- NR:2D2

P3. Description Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):

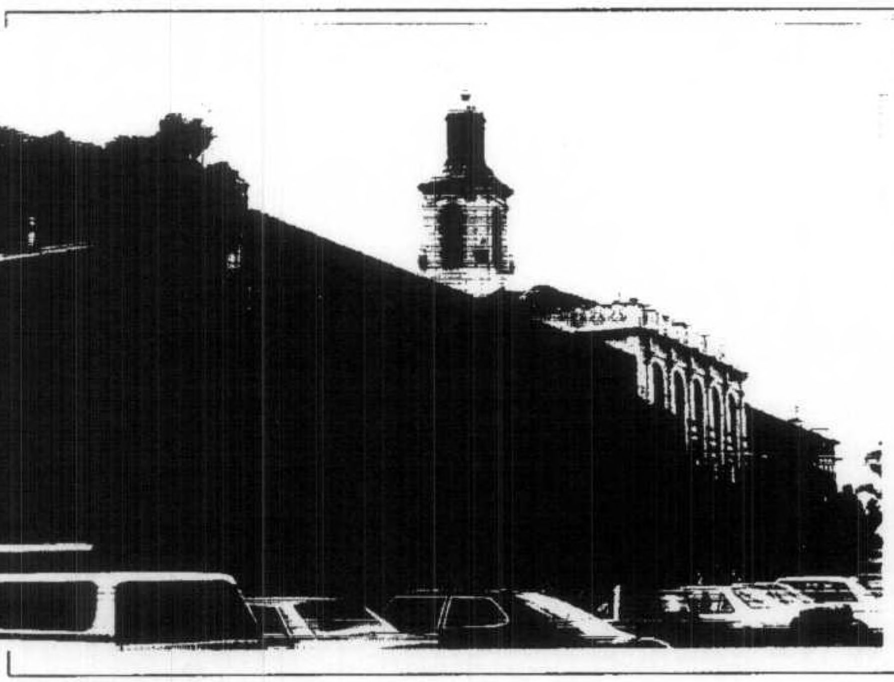
-0001
Prop-100850 19-176288

Prop-100851-0002 19-176289

Designed by architects John C. Austin and Frederick C. Ashley, the Main Building (AKA Brown Hall) and Assembly Hall (AKA Norman J Pattiz Concert Hall) of this high school campus were constructed in 1931 and 1936 respectively. Both buildings were designed in the Northern Italian Renaissance style and display typical features of that style including varied color bricks, corbeled detailing, and a belfry.

The Main Building, constructed in 1931, is three stories high and approximately five times as long as it is wide. Bricks are varied in color and generally arranged in a common bond pattern, although a section at either end of the front (See Continuation Sheet.)

P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District



P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1931-1936

P7. Owner and Address:
Los Angeles Unified School District

P8. Recorded by (Name, affiliation and address): Christy J. McAvoy
Historic Resources Group
1728 N. Whitley Ave
Los Angeles, CA 90028

P9. Date Recorded: 1/11/96

P10. Type of Survey:
☐ Intensive ☒ Other
☐ Reconnaissance

Describe: Survey of earthquake damaged properties for purposes of Section 106 Review.

P11. Report Citation (Provide full citation or enter "none."):
1994 Northridge Earthquake Project Review

Attachments: ☐ NONE ☐ Map Sheet ☒ Continuation Sheet ☐ Building, Structure, and Object Record
☒ District Record ☐ Linear Resource Record ☐ Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 19-175298
HRI #

☒ Continuation ☐ Update

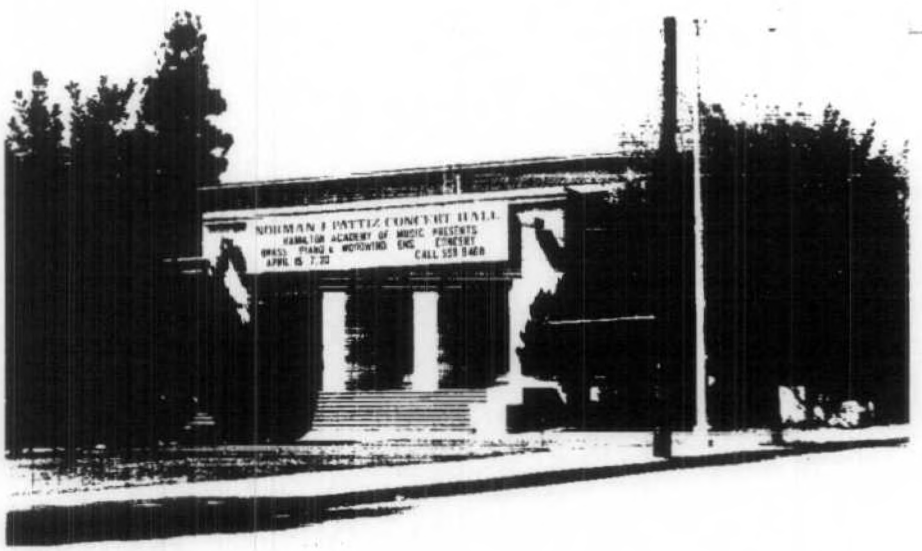
Resource Identifier: HAMILTON HIGH SCHOOL

(Continued from Primary Record P3. Description.)

facade is laid in a diamond pattern. Topped by a hipped roof of red clay tile, the building features an elaborate central front entrance block of cast stone which projects out from the rest of the building. This facade features a detailed ornamental parapet and five double-height arched windows on the second floor separated by engaged Corinthian columns on pedestals. The interior of the second floor of this block originally housed the campus library. The library featured an ornamented barrel vaulted ceiling and which was removed following the 1971 Sylmar Earthquake. On the first floor of the central block are three recessed double doors reached via six steps with low rises which span the length of this central block. At the center of the roof above this block is a belfry. The belfry is square in plan and has an arched opening on each side. The lower portion of the belfry is constructed of cast stone, while the smaller upper portion is clad with copper. There are currently no bells in the belfry. A stringcourse runs across the rest of the building at the sill of the third floor windows; windows in the rest of the building are tall, with multiple lights, and generally grouped in fours.

The Assembly Hall, constructed in 1936, has one story with a flat roof, masonry construction, and a boxy shape. The building's entrance is framed by a cast stone block, although its design is much plainer than that of the Main Building. The entrance is through three double doors separated by plain cast stone piers. The top of this block features a plain molded cornice of cast stone, as does the top of the rest of the building.

A masonry and cast stone arcade with a red clay tile roof connecting the Main Building to the Assembly Hall was demolished in 1994 following the Northridge Earthquake. This arcade was a character defining feature. Both buildings appear to be otherwise unaltered.



19-175298

19-175298


NORMAN J. PATTIZ CONCERT HALL
HAMILTON ACADEMY OF MUSIC PRESENTS
BRASS PIANO & WOODWIND ENS. CONCERT
APRIL 15 7:30
CALL 559 9468

19-187322

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # ______
HRI # 148134
Trinomial ______
NRHP Status Code ______

Other Listings ______
Review Code ______ **Reviewer** ______ **Date** ______

 ***Resource Name or #:** (Assigned by recorder) The Stadium Theater

P1. Other Identifier: B'Nai David-Judea Congregation

***P2. Location:** ☐ Not for Publication ☒ Unrestricted ***a. County** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** *Beverly Hills* **Date** 1966 (1972) **T** 1S ; **R** 14W ; Unsectioned ; S.B. **B.M.**

c. Address 8906 W. Pico Blvd **City** Los Angeles **Zip** 90035

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 372073 **mE** / 3769099 **mN**

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 4305-014-011

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.) The Stadium Theater is a large, reinforced concrete building originally used as a motion picture theater, with a restaurant and retail space. It is a two-level building with a flat roof clad in rolled composition tiles. It has a square mass and a concrete foundation.

The theater is characteristic of the Art Deco style. Elements of this style are visible throughout the primary facade. The walls are clad in smooth stucco, and a tall tower projects from the building's flat roof. A continuing series of vertical moldings projects out from the wall plane, which emphasize the geometric form of the building. Several of the moldings also feature vertical fluting. These moldings begin at the base of the building and continue past the roof-wall junction into a series of roof parapets. The parapets are adorned with a stylized relief decorated with a geometric motif. The tower is located on the western corner of the primary facade. The tower echoes the Art Deco theme of the building facade. It is rectangular in mass, and clad in smooth stucco. The tower also features vertical moldings that end in a series of stepped sequences to a tall narrow point. The interior of the tower is open and has metal scaffolding and several electrical outlets against the walls. The interior was possibly illuminated in the evening. A large menorah adorns the top of the tower; it was added after the 1960s. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP10, Theater; HP16, Religious Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing: (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, data, accession #) View to the southwest

***P6. Date Constructed/Age and Sources:** ☒ Historic ☐ Prehistoric ☐ Both
1930, City of Los Angeles Building Records

***P7. Owner and Address:**
B'Nai David-Judea Congregation
8906 W. Pico Blvd
Los Angeles, CA 90035

***P8. Recorded by:** (Name, affiliation, and address): Judith Marvin and Shannon Younger

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, California 92614

***P9. Date recorded:** 5/15/03

***P10. Survey Type:** (Describe) Historic Architectural Evaluation

*** P11. Report citation:** (Cite survey report and other sources or enter "none.") Cultural Resource Assessment for Cingular Wireless Facilty LA 453-04, City and County of Los Angeles, August 2003

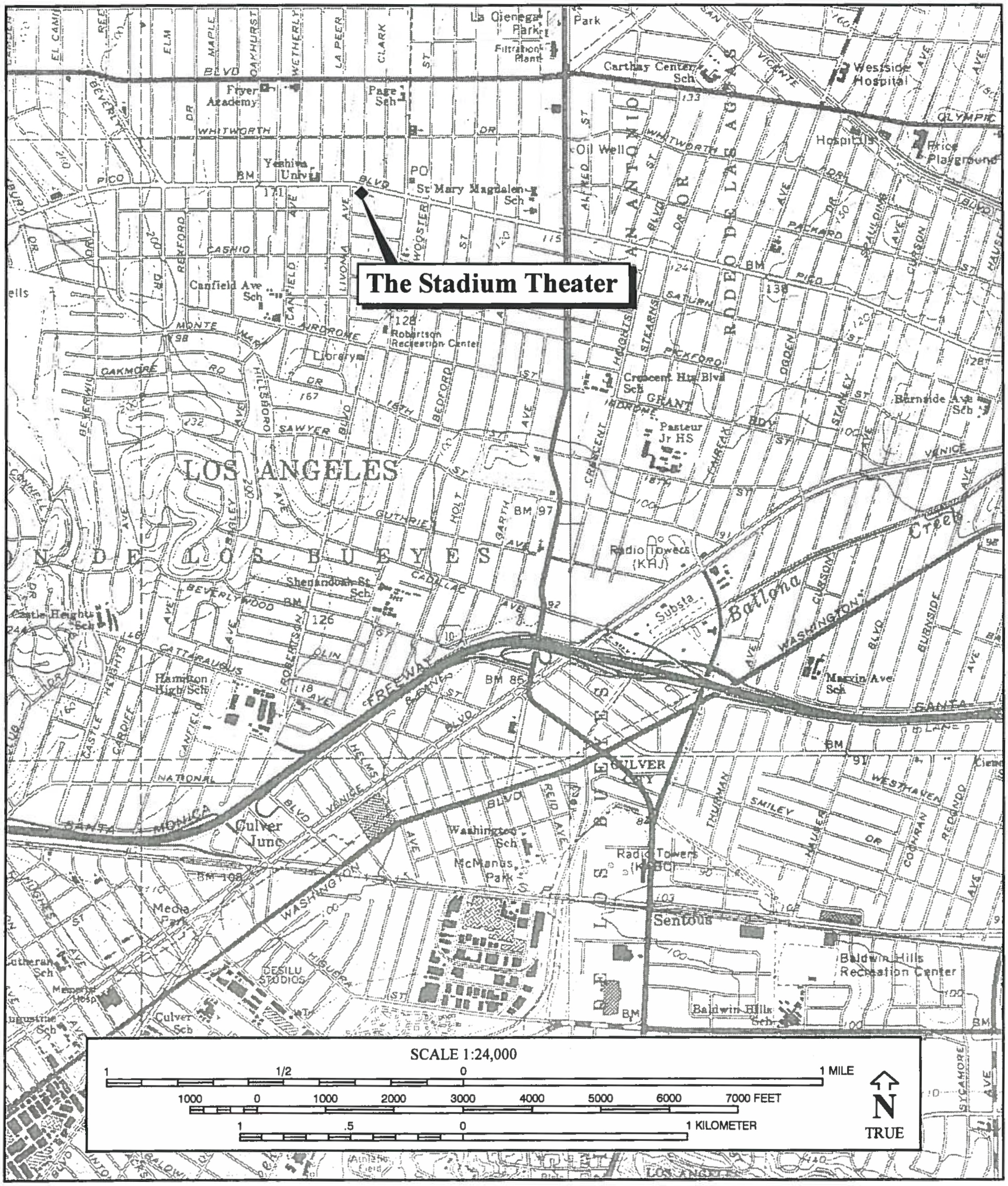
Attachments: ☐None ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List) ______

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # ____________
HRI # ____________
Trinomial ____________

Page 2 of 4 *Resource Name or # (Assigned by recorder) The Stadium Theater

*Map Name: USGS *Beverly Hills* 7.5' Quadrangle *Scale: 1:24,000 *Date of Map: 1966 (1972)



DPR 523J (1/95) *Required Information

I:\PBM330TO3\G\Report Forms\Stadium Theater.cdr (5/27/03)

19-187322

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

NRHP Status Code 3S

***Resource Name or #:** (Assigned by recorder) The Stadium Theater

B1. Historic Name: The Stadium Theater
B2. Common Name: B'Nai David-Judea Congregation
B3. Original Use: Movie Theater **B4. Present Use:** Religious Temple
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations) (SEE CONTINUATION SHEET)

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown Date: ______ Original Location: ______
***B8. Related Features:** None
B9a. Architect: Carl and Robert Boller (Boller Brothers) **b. Builder:** Beller Construction Company
***B10. Significance: Theme** Entertainment Industry **Area** Los Angeles/Hollywood
Period of Significance 1920s-1940s **Property Type** Movie Theater **Applicable Criteria** C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
(SEE CONTINUATION SHEET)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**

Berger, R. , A. Conser, and S.M. Silverman
1997 *The Last Remaining Seats: Movie Palaces of Tinseltown.* Balcony Press, Los Angeles.

City of Los Angeles
1930 Building Permits, On file. Department of Building and Planning.

Los Angeles Times
1930 Theater Work to Start. 27 July. Los Angeles, California.

Pildas, A.
1980 *Movie Palaces*. Clarkson N. Potter, New York.

Valentine, M.
1994 *The Show Starts at the Sidewalk: An Architectural History of the Movie Theatre, Starring S. Charles Lee.* Yale University Press, New Haven.

B3. Remarks:

***B14. Evaluator:** Judith Marvin and Shannon Younger
LSA Associates Inc. 20 Executive Park , Suite 200, Irvine, California 92614
***Date of Evaluation:** May 15, 2003

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

19-187322

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

***Resource Name or #:** (Assigned by recorder) The Stadium Theater

*Recorded by Judith Marvin and Shannon Younger *Date May 15, 2003 ☒ Continuation ☐ Update

***P3a. Description:**

Fenestration on the primary facade consists of original fixed metal frame 2/6 windows spaced evenly between the vertical bands along the second and first floors of the building. On the second floor above the primary entrance are three modern stained glass windows. The main entrance is located on the western portion of the primary facade through a recessed entry. The doors on the primary facade consist of modern metal and glass doors.

The east, west, and south facades do not feature any Art Deco characteristics. The walls are clad in painted concrete. There is no fenestration on the east and south facade. One small 3/3 metal frame fixed window appears on the west facade. The entrances on the remaining facades are fixed with metal service doors.

***B6. Construction History:**

In 1930, the building was constructed as the Fox Stadium Theater. The same year, an additional permit was requested for a new marquee. In 1931, a permit was granted for a new metal roof and sign. Since the 1960s, the theater has been used as a temple. Overall, the facade appears as it originally did when the building was constructed. It has been repainted, and several of the exterior doors and windows have been replaced. In addition, the original marquees have been removed. A basement was added in the 1960s. The interior of the theater has gone through several alterations; a portion of the wall elaborations were removed to add air conditioning units, and some of the original seating was replaced. The original decorative ceiling and chandeliers remain intact and in excellent condition.

***B10. Significance:** The Stadium Theater is a large movie palace constructed in the Art Deco Style. It was commissioned by the Fox West Coast Theater Company in 1930. It was designed by Carl and Robert Boller, known collectively as the Boller Brothers. The Boller Brothers were nationally known architects who specialized in the design of movie palaces for the large movie exhibition chains. The movie palace became popular during the late 1910s, when the movie experience was still silent. These movie palaces were designed in a variety of styles, sharing a common flair for detail and extravagance. In 1927, when the talkie was introduced, the popularity of the silver screen increased dramatically. In addition to a wave of new construction, many of the old vaudeville theaters were converted to accommodate the new medium. These ornate theaters mirrored the glamorous images that were associated with the early Hollywood film industry and offered the public an opportunity to experience the glamour of Hollywood while sitting and watching the film.

The Stadium Theater is an excellent example of an Art Deco Movie Palace in Los Angeles. Except for the replacement of the primary entrance doors and several windows, the Stadium Theater retains integrity to the period of significance and retains integrity of location, design, setting, materials, feeling and association. It appears eligible for listing on the National Register under Criterion C, as it embodies the distinctive characteristics of its type, period, and method of construction.

19-187459

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # ____
HRI # ____
Trinomial ____
NRHP Status Code 7
Other Listings ____
Review Code ____ Reviewer ____ Date ____

 ***Resource Name or #:** (Assigned by recorder) LADWP Western District Headquarters

P1. Other Identifier: Western District Yard

P2. Location: ☐ Not for Publication **X Unrestricted**

***a. County** Los Angeles and (P2c,P2e, and P2b or P2d. Attach Location Map as necessary.)

***b. USGS 7.5' Quad** Hollywood **Date** 1981 T 1S ; **R** 14W ; ___ ¼ **of** ___ ¼ **of Sec** Unsectioned ; 91 **B.M.**

c. Address 5898 Venice Boulevard City Los Angeles Zip 90019

d. UTM: (Give more than one for large and/or linear resources) Zone 11; 373662 mE/ 3767401 mN (center of building cluster)

***e.** Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 5064-029-908; Tract 26317, extension of streets, Lot 1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The property is located on the southeast corner of Venice Boulevard and Fairfax Boulevard on a 7.9-acre lot. Headquarters for the Western District of operations for the Los Angeles Department of Water and Power (LADWP), the property consists of a main office and warehouse building, and seven ancillary buildings that support headquarters operations.

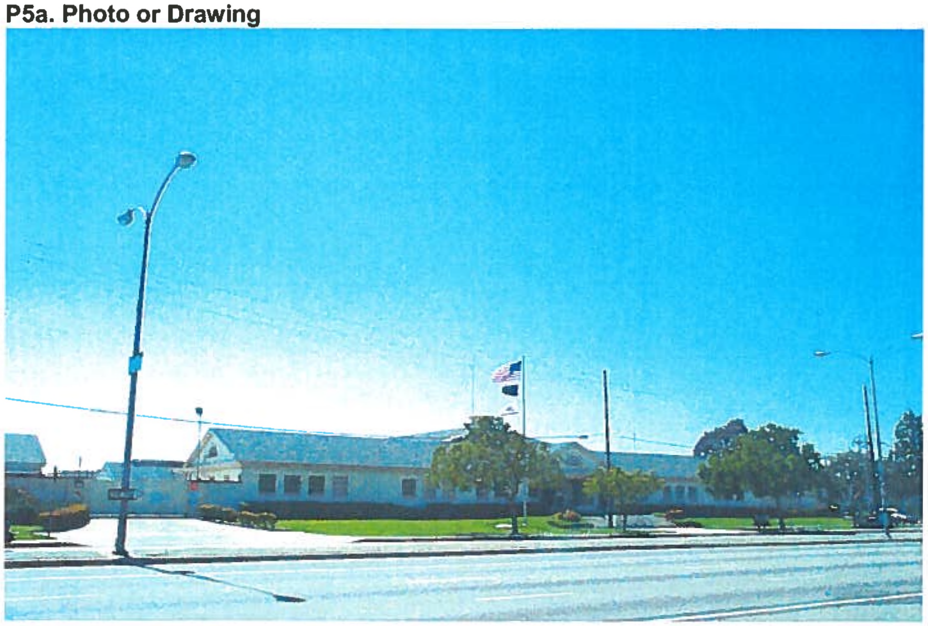
Building 1. The main office and warehouse building (Building 1) faces northwest onto Venice Boulevard and was constructed circa 1947. It is a one story, T-shaped building constructed of concrete block. The foundation is also concrete block and the exterior wall surface consists of painted concrete blocks in running bond. The office portion of the building is located within the horizontal portion of the "T" shape, which is parallel to Venice Boulevard and the vertical portion of the "T" houses the warehouse function of the building. The building has a cross gable roof.

See continuation sheet.

***P3b. Resource Attributes:** (List attributes and codes) (HP6) Commercial building under 3 stories, (HP9) Public utility building

P4. Resources Present: **X** Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (View, date, accession #)
Building 1, View southwest from north side of Venice Blvd.
9 April 2003

***P6. Date Constructed/Age and Source:** **X** Historic ☐ Prehistoric ☐ Both
1947; Los Angeles Department of Water and Power

***P7. Owner and Address:**
LADWP
111 N. Hope Street
Los Angeles, California 90012

***P8. Recorded by:** (Name, affiliation, and address)
Kirsten Erickson, URS Corp.
7720 N. 16th Street, Suite 100
Phoenix, Arizona 85020

***P9. Date Recorded:**
9 April 2003

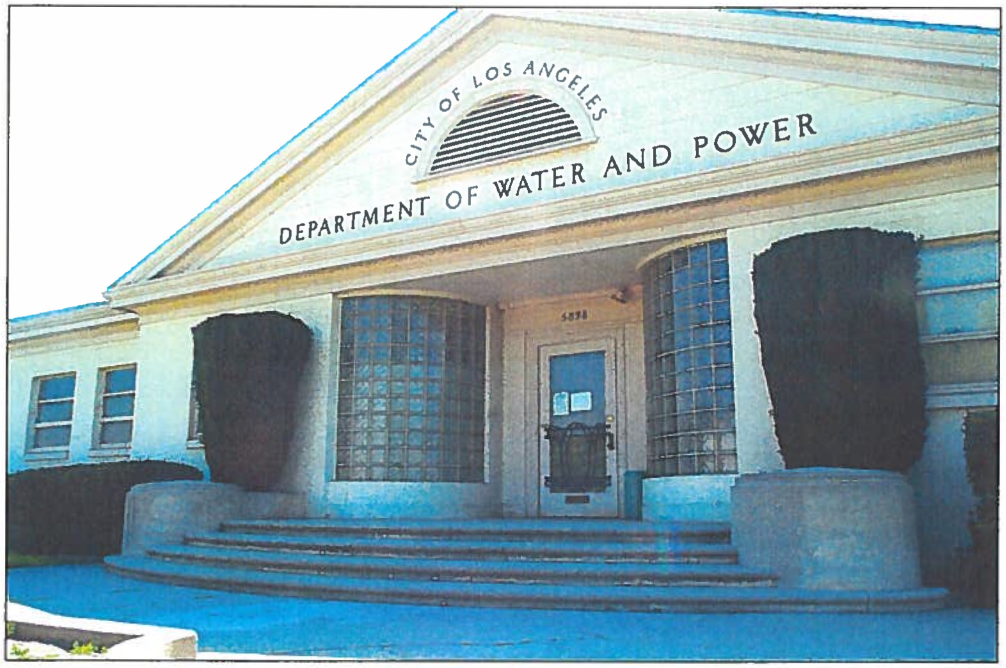
***P10. Survey Type:** (Describe)
California Register Nomination

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) URS Corp. May 2003. Cultural Resources Technical Report: LADWP Western District Yard Improvement Project.

***Attachments:** ☐ NONE **X** Location Map **X** Sketch Map **X** Continuation Sheet **X** Building, Structure and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List)

Description (continued)

The roof of Building 1 is clad in composition shingles. The office portion of the building measures approximately 40 feet by 197 feet. There is a basement located beneath the west side of the office building, which measures approximately 30 feet by 40 feet. The warehouse portion of the building measures 47 feet by 80 feet. The front entry has a centered gable, which has a lower roofline than the warehouse portion of the building. The centered gable forms a pediment over the entry. The entry gable is clad in horizontal wood siding and there is a centered, arched, louvered vent in the gable. There is an octagonal cupola on the roof ridgeline of the warehouse portion of the building. The top of the cupola is covered in metal and there are louvered vents located in each side. The pediment-style gable has a wide band of trim along the gable edges and the cornice, which is characteristic of the Greek Revival style. The wide band of trim extends along the cornice the entire length of the building front. Bronze lettering spells out "City of Los Angeles Department of Water and Power" on the entry gable end.



Front entry of Building 1 (view southeast)

The main entry is recessed beneath the entry gable. The main entry door surround consists of an entablature and pilasters, also a detail of the Greek Revival style. The main entrance is a single entry wood door with one light and wrought iron ornamentation. There are two, rounded glass block windows (made of 99 glass blocks each) located on either side of the main entrance. The landing in front of the entrance is constructed of cast stone. The landing is reached via a rounded staircase. There are two newel posts—one on each side of the staircase. The staircase and newel posts are also constructed of cast stone. Two additional parallel stairways, on either side of a planting box, descend to the sidewalk level. These stairs and the planting box are constructed of concrete. The wrought iron detailing on the door, the glass block windows, and the curved staircase and newel posts are characteristics of the Art Deco and Streamline Moderne styles.

There are three types of windows on the front of the building (which faces northwest and is referred to on the construction plans and in this description as the north elevation). All of the windows have cast concrete sills, lintels constructed of vertically laid concrete blocks, and steel frames. The two windows located on either side of the entry way are 3-light windows, with one fixed light above a 1-light awning and a 1-light hopper window. The windows in the office wings are also three light windows. The windows in the original portion of the structure are 3-light windows with one awning window above two fixed lights. Office wings were extended both east and west circa 1968. The windows in the addition have 3-lights with a 2-light awning window above one fixed light.

Description (continued)

The gable end of Building 1 on the east elevation has a wide band of trim along the gable edges and the cornice, continuing the theme from the front of the building. There is a centered, arched, louvered vent in the gable end, which is clad in horizontal siding. The exterior wall surface is concrete block in running bond. There are three windows, which are identical to the windows on the north side of the addition—3-lights with a 2-light awning window over one fixed light. The west addition of the office portion of the building is similar to the east addition, and was also added to the building circa 1968. An additional, modern window has been inserted on the western portion of the original front elevation side of the building. The window is a 1 over 1-light, metal framed, awning window with no sill or lintel. There are steps on the west side of the building that lead to the basement level and there also are platforms for air conditioning units. The roof and cornice extends from both the east and west sides of the office portion of the building to form a flat roofed porch on the rear (south).

East Side of Building 1 (view southwest)

The rear of the office portion is shaded by a flat roofed overhang supported by metal poles over a raised concrete loading platform. Staircases provide access to the loading platform, which is bordered by metal railings. The windows are a mix of hopper and awning windows with metal frames and concrete block lintels. Some of these windows were added when the side additions were completed circa 1968. Other windows have been replaced at other times. There is a modern window on the west side of the rear portion that was added approximately the same time as the modern window on the west side of the office portion. There are two single entry doors on the east side of the rear wall (one metal door with one-light and one wood door with one-light) and two single entry doors on the west side of the rear wall (one wood paneled door with one-light and one metal door with one light).

The raised loading dock with metal railings and overhanging roof along the east and west sides, continues from the rear of the office portion of the building to the warehouse portion of the building. There are six windows on the east side of the warehouse building. These are three-light pivot windows with steel frames. There are two single entry doors on the east side—one wood paneled door with one light and one metal door with one light. There are no windows on the west side of the warehouse building, but there are two metal single entry doors with one-light and one metal, double entry door with one-light.

The roof on the rear (south) of the warehouse building is a hip and gable roof, with the hipped portion of the roof forming a porch roof supported by metal posts. There is a 6-light window in the gable end—the center two-lights are a pivot window, which is surrounded on each side by two fixed lights. The floor of the porch also is a raised concrete loading deck.

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DEPARTMENT OF PARKS AND RECREATION
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Recorded by: Kirsten Erickson ***Date** 9 April 2003 **X** Continuation ❑ Update

Description (continued)

There are two doors in the south wall of Building 1. One is a metal single entry door with metal surrounds, and the other is a wood, 4-panel roll-up door with four fixed lights with textured glass.

West Side of Building 1 (view northeast)

Rear West Side of Building 1 (view northwest)

Description (continued)

The interior of Building 1 is largely utilitarian in style, with the exception of the front entry hall. Because the building once housed a public counter where patrons paid their utility bills, attention was given to the interior design of this area. Of particular note are the terrazzo floor, Art Deco style fluorescent light fixtures, and a drinking fountain with an elaborately etched glass surround.

Drinking Fountain Located on the Entry Hall of Building 1 (view southeast)

Other than the 1968 addition constructed on the east and west sides of the office building, the front of the building has not been substantially altered since its construction in 1947. Windows and doors have been replaced on the rear of the office portion of the building and windows and doors have been blocked and added to the east, west, and south sides of the warehouse portion of the building. The 1968 renovations included the addition of a 30- by 40-foot wing and basement addition on the west side of the office building and a 38- by 40-foot wing addition on the east side.

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Description (continued)

Entry Hall and Public Window in Building 1 (view west)

Entry Hall, Building 1 (view northeast)

Description (continued)

There are seven outbuildings associated with the Office / Warehouse Building (Building 1), including the Shop Building (Building 2), the Change Building (Building 3), two Vehicle Buildings (Buildings 4 and 5), the Welding Building (Building 6), an Equipment Platform (Building 7), and an Equipment Building (Building 8).

Building 2. Building 2 or the Shop Building is located to the east of Building 1. The Shop Building is one story, rectangular building that measures approximately 40 feet by 80 feet. The building faces southwest and was constructed between 1949 and 1950. The building's foundation is concrete slab. The exterior walls are concrete block in running bond. The front gable roof is clad in composition shingles. There is a wide band of trim around the gable ends and on the cornices, which is discontinuous across the gable end. An arched louvered vent is also located in the gable end, which is framed by a concrete block soldier course. There is a metal, single entry door with one-light on the front (west) of the building, with a two-light, steel frame awning transom window. The transom window has a lintel constructed of vertically laid concrete blocks. There is one, steel, roll-up door with a ramp and concrete wheel guards. Besides the transom window, there is a set of paired windows, which have three-lights each (2-light awning window over a 1-light fixed window) with cast concrete sills. Both the roll-up door and the window have lintels constructed of vertically laid concrete blocks.

Front of Building 2 (view northeast)

The north side of the building has three sets of three ribbon windows. The windows are 3-light windows, with a 2-light awning window over a fixed light. There are two steel roll-up doors with concrete wheel guards. There is a temporary, 3-bay, metal frame, storage canopy located adjacent to the north side of the building. The east side of the building has two sets of paired windows, which are the same type as those on the north side of the building. There is a metal, single entry door with one-light on the east side, and the door has two, two-light transom awning windows. The gable end, including the trim and louvered vent, is identical to the west side of the building. The south side of the building has three sets of three ribbon windows, which are the same type as on the north and east sides. There is a single entry metal door with one-light, which has a two-light awning transom window. Also, there is a grouping of six windows to the east of the doorway, which are a mix of awning, hopper, and fixed windows. The other entry on the south side is a steel roll-up door with concrete wheel guards. All windows have cast concrete sills and lintels constructed of vertically laid concrete blocks. Lintels of the same type are located over all entries as well.

Alterations to Building 2 since its construction have been relatively minor. Windows have been replaced and added on the south side of the building.

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Description (continued)

Building 3. Building 3 or the Change Building is located to the south of Building 2 and measures 40 feet by 80 feet. Building 3 was constructed at the same time as Building 2 (between 1949 and 1950) and has a similar design. Building 3 is one story and faces southeast. The rectangular-shaped building has a concrete foundation and is constructed of concrete block in running bond. The front gable roof is clad with composition shingles, and like Building 2, also has a wide band of trim around the gable ends and on the cornices, which is discontinuous across the gable end. An arched louvered vent also is located in the gable end, which is framed by a concrete block soldier course. The windows on the front of the building consist of 2 sets of 3-light paired windows (2-light awning window over one fixed light). There is one, recessed, double entry door, which is wood with one light.

The north side of the building has two sets of paired windows, which are the same type as those on the south side of the building. There is a metal, single entry door with one-light on the north side, and the door has two, two-light transom awning windows. The gable end, including the trim and louvered vent, is identical to the south side of the building. The east side of the building has one set of paired windows and two sets of three ribbon windows of the same type as the north and south sides of the building (3-light: 2-light awning window over 1-light fixed window). Entries consists of one, single entry, metal door with one light and one, steel roll-up door with concrete wheel guards. The west side has one set of paired, 2-light hopper windows and two sets of 3 ribbon windows and one set of paired windows of the same type as the north and south sides of the building. Entries on the west side consists of one single entry wood door with one-light and one steel roll-up door with concrete wheel guards. The single entry door is shaded by an aluminum awning. All windows in the building have cast concrete sills. All windows and door openings have lintels constructed of vertically laid concrete blocks.

Alterations to Building 3 since its construction are minor, and limited to some window and door replacements.

Front and west side of Building 3 (view north)

Description (continued)

Building 4. Building 4 is one of two vehicle buildings located southeast of Building 1. Both vehicle buildings were constructed in 1947, at the same time as Building 1. Building 4 measures approximately 37 feet by 155 feet and faces southeast. The one story building has a concrete foundation and has a reinforced concrete frame that is infilled with concrete block masonry. The side gable roof clad with composition shingles is supported by wood trusses. There are two monitor roof vents on the ridgeline at the east and west ends of the building. There are seven, vehicle sized bays on the front of the building. The first bay from the west has been infilled with concrete block, and the block has been faced with stucco. The next three bays remain open and have steel roll-up doors. The third bay from the east has been infilled with concrete block and faced with stucco. An entrance opening in this bay leads to a restroom entrance. There is also a single entry metal door with one light and modern aluminum frame sliding windows in this bay. The last two vehicle bays on the east end are open with steel roll-up doors. The second bay from the east end is a washroom and the last bay on the end has a truck hoist and a repair pit.

Front of Building 4 (view west)

The bays on the north side of the building were infilled with concrete block when the building was constructed. There are two, metal single entry doors on the north side and six, four-over-two-light pivot windows with steel frames and cast concrete sills. There is a two-bay porch attached to the northeast corner of the building, which has a flat roof and wood supports. The two windows on the east side are also four-over-two-light pivot windows with steel frames and cast concrete sills. These windows also have lintels constructed of vertically laid concrete blocks. There is also a single entry metal door on the east side. The west side has no features.

Alterations to Building 4 since its construction include the addition of the window and door on the front (south) of the building. One window on the north side has been infilled with wood and an air conditioning unit.

State of California — The Resources Agency
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Description (continued)

Building 5. Building 5 is a vehicle building located south of Building 4. Building 5 was constructed in 1947 and faces northwest, toward the very similar Building 4. Measuring approximately 37 feet by 155 feet, the building has a concrete foundation and a reinforced concrete frame that is infilled with concrete block masonry. The side gable roof, clad with composition shingles, is supported by wood trusses. The building has seven vehicle-sized bays on the front (north), and the center bay has a slightly higher roofline. The first bay from the east has been infilled with concrete block and surfaced with stucco. There is a single entry metal door with one light and a small, steel roll-up door. The second bay from the east is also infilled with concrete block and surfaced with stucco. There is one, one-over-one light, aluminum framed, single hung window and a single entry opening that leads to an interior corridor with two additional doors. The third bay from the east also is infilled and has three, one-over-one light, aluminum framed, single hung windows. There is a steel roll-up door in the center bay, and the three bays on the west end of the front side of the building are open.

Front and East Side of Building 5 (view southwest)

The bays on the south side of the building have all been infilled with concrete block. There are four windows on the south side with steel frames and cast concrete sills. The windows are pivot, awning, and fixed windows. There is one, metal, single entry door and two wood single entry doors. The west side of the building has no features, and there is a metal, single entry door on the east side of the building.

Alterations to Building 5 since its construction include the infilling of two bays and the addition of windows and doors on the north side of the building. Some windows on the south side may have been removed and infilled and the door on the east side was a later addition.

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HRI/Trinomial ____________

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Recorded by: Kirsten Erickson
***Date:** 9 April 2003
X Continuation ❑ Update

Description (continued)

Building 6. Building 6 or the Welding Building is a one story, structural steel canopy, which measures approximately 40 feet by 80 feet. The canopy has four bays and there are five steel support beams on each side (east and west), which are anchored in concrete. There is a track located along the sides of the canopy, which supports a pulley and hoist for equipment repair. The exact construction year of Building 6 is not known, but the building is not indicated on plans of the Western District Yard in 1965. Building 6 appears to be less than 45 years old.

Building 6, Adjacent to Building 3 (view west)

Description (continued)

Building 7. Building 7 or the Equipment Platform measures approximately 37- by 155-feet. When the yard was constructed in 1947, the Equipment Platform consisted of a poured concrete platform and ramp only. The building currently known as the Equipment Platform was not constructed until circa 1955. It was built for the purpose of cement storage and continues to function in that capacity today. Building 7 is one story and faces northwest. It was built on an existing concrete equipment platform and is constructed of concrete block. The roof is flat with narrow eaves and is clad with composition shingles. There is a single entry, metal, paneled door on the front of the building. An additional concrete platform was constructed at the front of the building in 1955 and it is enclosed with chain link fencing. There are no features on the south side of the building.

Front of Building 7 (view southeast)

The 1947 ramp is located on the east side of the building. There is a chain link enclosure with a corrugated metal roof at the top of the ramp where it levels out into a platform. The chain link enclosure is attached to the east side of Building 7. There is a sliding metal loading door on the west side of the building. The door is attached to the building with wood runners reinforced with metal.

There do not appear to be any major alterations to Building 7.

19-187459

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CONTINUATION SHEET

Primary # ____________
HRI/Trinomial ____________

*Resource Identifier: LADWP Western District Headquarters

Recorded by: Kirsten Erickson
*Date: 9 April 2003
X Continuation ☐ Update

Description (continued)

Building 8. Building 8 or the Equipment Building is located adjacent to the east corner of Building 7 and faces southeast. The construction year of this building is unknown, and it does not appear on any of the drawings dated 1947, 1949, 1955, or 1965. The building may have been moved to this location at some point. The building is a small, square structure measuring approximately 12 feet by 12 feet. The building likely has a wood frame, and the exterior wall material is plywood. The side gable roof has boxed eaves and is clad in composition material. There is a wood, single entry door with one light on the front of the building.

Front and East Side of Building 8 (view west)

The only feature on the north side (rear) of the building is a 2-light, wood frame, pivot window with a wood sill. On the east side, there is a one-over-one light, wood frame, single hung window with an air conditioning unit installed in it. There is also a louvered vent in east gable. The west side also has a similar vent in the gable, one window of the same type as the east side, and one wood paneled door. The extent of alterations to this building is unknown.

10-187459

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # ______
HRI # ______

*NRHP Status Code 7

*Resource Name or # (Assigned by recorder) LADWP Western District Headquarters

B1. Historic Name: LADWP Western District Headquarters
B2. Common Name: LADWP Western Yard
B3. Original Use: Construction and maintenance yard; public counter services
B4. Present Use: Construction and maintenance yard
***B5. Architectural Style:** Utilitarian with Classical / Greek Revival, Art Deco, and Streamline Moderne detailing
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Buildings 1, 4 and 5 completed in 1947 and Buildings 2 and 3 were constructed circa 1949. Building 7 was completed 1955. The construction years of Building 6 and 8 are unknown. Wing additions and a basement addition were completed on Building 1 in 1965. Other alterations include window and door replacements—dates unknown.
***B7. Moved?** X No ❑ Yes ❑ Unknown **Date:** ______ **Original Location:** ______
***B8. Related Features:** none
B9a. Architect/ Engineer: W.S. Claberg / H.E. Bird b. Builder: J. WalterJohnson
***B10. Significance: Theme** public utilities **Area** Los Angeles
Period of Significance 1947 **Property Type** public utility building **Applicable Criteria** A, B, and C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context Los Angeles

The historic period of settlement in southern California began with Spanish exploration in the late eighteenth century. The Spanish government subsequently established missions and military outposts to facilitate colonization of the area. The pueblo of Los Angeles was founded on 4 September 1781, and by 1800, featured approximately 30 adobe houses and had become an important stop for trade along the Santa Fe Trail (Weaver 1973; Dillion 1990).

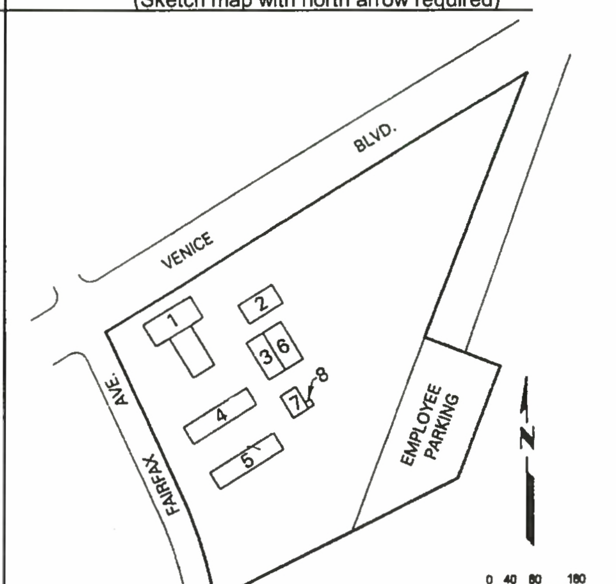
After Mexico won independence from Spain in 1821, colonization efforts in Alta California decreased. The Spanish mission system was largely abandoned and late in the 1830s the Mexican government began bestowing land grants or ranchos to those loyal to the Mexican government and to some Anglo settlers. The influx of new settlers increased the population of Los Angeles to 1,500 in the 1830s (Dakin 1978: 200), and in 1835, Los Angeles was officially designated a city and California's capital (Weaver 1973; Dillion 1990).

In 1848, the United States gained control of California through the Treaty of Guadalupe-Hidalgo, which was a result of the American victory in the Mexican-American War. American immigration into California increased, and in 1850, California was granted statehood and the city of Los Angeles was incorporated with a population of 1,610. At that time the "city" consisted
mostly of agricultural fields and ranchland, with a small, concentrated, commercial center (JRP Historical Consulting Services 2003). **See continuation sheet.**

B11. Additional Resource Attributes: (List attributes and codes)
(HP4) Ancillary buildings

***B12. References:** Dillion, B., *Archaeological Records Search and Impact Evaluation for the Los Angeles Wastewater Program Management (NOS-NCOS) Project, Los Angeles, California* (Prepared for Dr. Janet Fahey, James M. Montgomery, Consulting Engineers, Pasadena, 1990); JRP Consulting Services, *North Spring Street Bridge Seismic Retrofitting and Widening Historic Resources Evaluation Report* (JRP Consulting Services, Los Angeles, 2003); Lee, Robert, *The LADWP: Its Place in the Making of a City* (LADWP and City of Los Angeles, 1989); Los Angeles Department of Water and Power, *From Pueblo to Metropolis: Water and Power in the Story of Los Angeles* (LADWP, 1959); Los Angeles Department of Water and Power, *Annual Report for Fiscal Year Ending June 30, 1945* (LADWP, 1945); Los Angeles Department of Water and Power, *45th Annual Report Fiscal Year Ending June 30, 1946* (LADWP, 1946); Los Angeles Department of Water and Power, *46th Annual Report Fiscal Year Ending June 30 1947* (LADWP, 1947); LADWP, *Intake Magazine*, Water System Unwraps Its New Western District Headquarters, (LADWP 1947); Los Angeles Department of Water and Power, *LADWP Historical Background* (http://www5.ladwp.com/ aboutdwp/history/allabout /allabout.htm); Los Angeles Times, Article on new LADWP Headquarters Building (LA Times 4/15/1963); Los Angeles Times, *DWP Starts Move-In of Employees Friday* (LA Times 5/9/1965); San Buenaventura Research Associates, *City of Burbank Historic Preservation Plan* (City of Burbank Planning Department, Burbank, 1999); Weaver, J.D., *El Pueblo Grande: Los Angeles from the Brush Huts of Yangna to the Skyscrapers of Modern Megapolis* (Anderson, Richie, and Simon, Los Angeles, 1973);

(Sketch map with north arrow required)



***B14. Evaluator:** Kirsten Erickson
Date of Evaluation: 18 April 2003

Historic Context (continued)

The economy changed beginning in 1869, when the transcontinental railroad came to Los Angeles. The railroad opened new markets to the residents of Los Angeles, and resulted in a citrus boom in the 1870s. A short-lived land speculation boom occurred in southern California in the 1880s, mainly as a result of the railroad construction. Now connected with the rest of the country, immigration to southern California became easier and a rate war between the Southern Pacific Railroad and Santa Fe Railroad resulted in low fares. Immigrants to southern California also were attracted by the favorable climate and agricultural potential. Increased Anglo-American immigration into the area resulted in increased urbanization of Los Angeles. Commercial and industrial enterprises began to overshadow agriculture, and by the end of the 19th century, the commercial center of the city had expanded, with suburban developments at its periphery (San Buenaventura Research Associates 1999; JRP Historical Consulting Services 2003).

During the 1920s and 1930s, the expansion of industry and the rise in population led to an increase in demand for property. Areas traditionally used for agriculture became the home to new residential suburbs, and smaller towns in the Los Angeles metropolitan area became "bedroom communities" for those who worked in the city. Heavy industries began to locate factories and plants in the Los Angeles area and the community experienced a boom period during World War II as demand increased for wartime products, such as aircraft parts. The boom period continued after the war, resulting in a housing shortage. New residential subdivisions with tract housing were constructed quickly to meet the demand (San Buenaventura Research Associates 1999; JRP Historical Consulting Services 2003).

Los Angeles Department of Water and Power

The Los Angeles River provided a water source for the early settlement of Los Angeles. For more than 100 years, water from the Los Angeles River was distributed to city residents through a system of open ditches or zanjas, water wheels, and dams. By 1857, hollowed logs were being used as the city's first water main. The city's water system became more formalized in 1868 when the city entered into a contract with the privately owned Los Angeles City Water Company, which constructed a water distribution system for the city, including storage reservoirs, iron and steel water mains, and supply lines. The city's water system continued to be privately owned until the beginning of the 20th century (LADWP 1959; Lee 1989).

In 1902, the City of Los Angeles purchased the water system from the Los Angeles City Water Company for $2 million and the city council established the Board of Commissioners Domestic Water Works System to administer the municipal water works. William Mulholland, an employee of the Los Angeles City Water Company, was appointed the first superintendent and chief engineer. By the tum of the 20th century, Los Angeles had experienced tremendous growth and the need for additional water sources was recognized. Mulholland advocated the purchase of land and water rights in the Owens Valley and the construction of an aqueduct to deliver the water to Los Angeles. In 1905, the city voters passed a $1.5 million bond issue to purchase the Owens Valley property. An additional $23 million bond issue was passed in 1907 for the construction of the Owens Valley Aqueduct, which was completed in 1913 (LADWP 1959; Lee 1989).

Not only did the Owens Valley Aqueduct provide water to the city, it also provided power. In 1906, Ezra F. Scattergood, a consulting engineer, was hired to develop hydroelectric power along the aqueduct. Power for the construction of the Aqueduct was provided by the city's first power plant, which was constructed at Division Creek in the Owens Valley. In 1909, the city established the Bureau of Los Angeles Aqueduct Power, with Scattergood as the chief electrical engineer. By 1911, the Department of Public Service was created, replacing the old Water Department. The new Department had two utility branches—the Bureau of Water Works and the Bureau of Power and Light. The Department of Public Service eventually became the Los Angeles Department of Water and Power (LADWP) (LADWP 1959; Lee 1989; LAWDP 2003).

The population of Los Angeles tripled between 1900 and 1910 and continued to grow at a rapid pace. New reservoirs and pipelines were constructed between 1915 and 1919. In 1916, the first power pole was installed in Los Angeles and in 1917, the San Francisquito Power Plant 1 began to distribute municipally generated electricity. In the 1920s, LADWP constructed five additional reservoirs and purchased more property in the Owens Valley to keep up with the water demands of the Los Angeles population. In 1925, a $2 million bond issue was passed to construct an aqueduct to bring water to the city from the Colorado River to the east (LADWP 1959; LADWP 2003).

Throughout the first half of the 20th century, LADWP continued to expand in order to provide water and electricity to the rapidly expanding city. Between 1940 and 1950, Los Angeles became an important center for the production of World War II products. This resulted in further increases to the population throughout the decade, again causing LADWP to construct more reservoirs and a system of large pipelines. More expansion projects were completed between 1950 and 1960, including the construction

Historic Context (continued)

of additional reservoirs and newer and larger water truck lines. The Valley Steam Plant was in full operation during the 1950s, and in the 1960s, work began on the Second Los Angeles Owens River Aqueduct. A new, $32 million LADWP headquarters building was constructed near the Los Angeles Civic Center in 1964 that promised "to become one of southern California's architectural showplaces" (LADWP 1959; Lee 1989; *Los Angeles Times* 1963).

LADWP has played an important role in the development of Los Angeles. Without adequate water and power supply, the city could not have grown and developed. Today, LADWP is the largest municipally owned utility in the United States and provides water and power to 3.8 million residents and businesses.

LADWP Western District Headquarters

Increasing service and personnel in the LADWP Western District necessitated the construction of a new headquarters facility. In 1947, the facility at 5898 Venice Boulevard was constructed, replacing the old Western District Hollywood Yard at Las Palmas and Franklin Avenue. The new facility was more centrally located and provided more space for Western District operations. Plans for the new facility began in 1945 and a building permit was applied for in 1946. An application for construction approval was filed with the Civilian Production Administration, which was denied due to federal government restrictions due to the veterans housing program (LADWP 1945, 1946, and 1947).

Construction began on the facility in 1947. The new Western District Yard included an office and warehouse building (Building 1) and two motor vehicle buildings (currently Buildings 4 and 5). Other structures built at this time included storage bins and an equipment platform. LADWP employees supervised the design and construction of the buildings. The head of the Water Design Division, C.J. Itter, supervised the design with engineer S.A. Evans, structural engineer H.E. Bird, inspection engineer O.N. Denman, and architect Walter S. Claberg. Claberg would later serve as architectural coordinator during the construction of the LADWP Headquarters building in 1964. The total cost for the Western District Headquarters Buildings was $280,000--$104,825 for the office/warehouse building, $71,000 for the motor vehicle buildings, and $10,000 for landscaping and other improvements. The Western District Headquarters became the workplace of approximately 225 employees in 1947, mostly assigned to the Water Distribution division of LADWP (LADWP 1947; *Los Angeles Times* 1965).

The Western District Headquarters office/warehouse building was designed in a utilitarian style, with characteristics of both the Greek Revival style and modern elements associated with the Art Deco and Streamline Moderne styles. The architect and engineers were motivated to design a structure that was less industrial and more residential in style, in keeping with the residential properties that were in the vicinity of the Western District Yard at the time of construction. The classical characteristics were in reflective of the long tradition of public utility service that LADWP had provided to the Los Angeles community for more than 50 years, while the more modern styles represented the industrial and technological innovations of the era. When first opened, the Western District Headquarters served not only as an operations center, but also had a public counter where patrons could pay their utility bills. Special attention was given to the design of the entry hall, which exhibits ornamental features such as a terrazzo floor, Art Deco style fluorescent light fixtures, and a drinking fountain with an elaborate sand carved surround featuring a landscape design. The motor vehicle buildings were designed to complement the office/warehouse building (LADWP 1945 and 1947).

In 1949, additional outbuildings were constructed within the Western District Headquarters Yard. Both the Shop Building (currently Building 2) and the Change Building (currently Building 3) were built at this time. Both buildings were designed with gable roofs with wide bands of trim around the gables and cornices and centered louvered vents in the gable ends in imitation of the office portion of the office/warehouse building. In 1955, a cement storage building was constructed upon the 1947 equipment platform (currently Building 7). Wings were constructed on the office/warehouse building circa 1965. Also, a basement was added beneath the west wing addition.

Today the Western District Headquarters is utilized for district operations, including installation of new distribution mains, upgrading of existing pipelines, installation of fire hydrants, and operation and maintenance of valves and regulators. Other functions include emergency repairs, which involves 99 employees and 92 Department vehicles, and the installation of services and meters, which involves 17 employees and 19 Department vehicles. The public counter is no longer in operation, but the office building continues to serve the Western District Headquarters Yard.

Evaluation

The LADWP Western District Headquarters office/warehouse building (Building 1) and its associated outbuildings appear to be eligible for listing in the National Register of Historic Places (National Register) under Criterion A. The property is representative of the expansion of public utilities in post-World War II Los Angeles, which resulted from the increased population and growth of industry and commerce of the era. It is also representative of the post-World War II growth of LADWP, significant locally for its contribution to the growth and development of Los Angeles, and nationally as the largest municipally owned utility in the nation. Building 1 and its associated outbuildings maintain sufficient integrity and represent buildings constructed during the era of significance.

Historic research did not identify any important persons associated with the Western Division Headquarters, and the buildng does not appear to be eligible under Criterion B.

Building 1 appears to be eligible under Criterion C. Although the building is not a representative example of any one form of architecture, the building is unusual in that it exhibits characteristics of both classical and modern forms of architecture and was designed by an LADWP architect. It maintains its integrity of location, design, setting, materials, workmanship, association, and feeling, as the building has not been substantially altered since its construction in 1947. The addition completed to the wings of the building was sensitively constructed, and does not detract from the appearance of the original building.

Buildings 2, 3, and 7 have retained integrity and contribute to the eligibility of Building 1 as associated outbuildings. Buildings 4 and 5 have been sustained more alterations than the other outbuildings, but also maintain a high level of integrity. These buildings are also considered eligible as contributing elements to the function of Building 1 and the Western District Yard. Building 6 is likely a modern structure, and Building 8 was likely moved onto the property less than 45 years ago.

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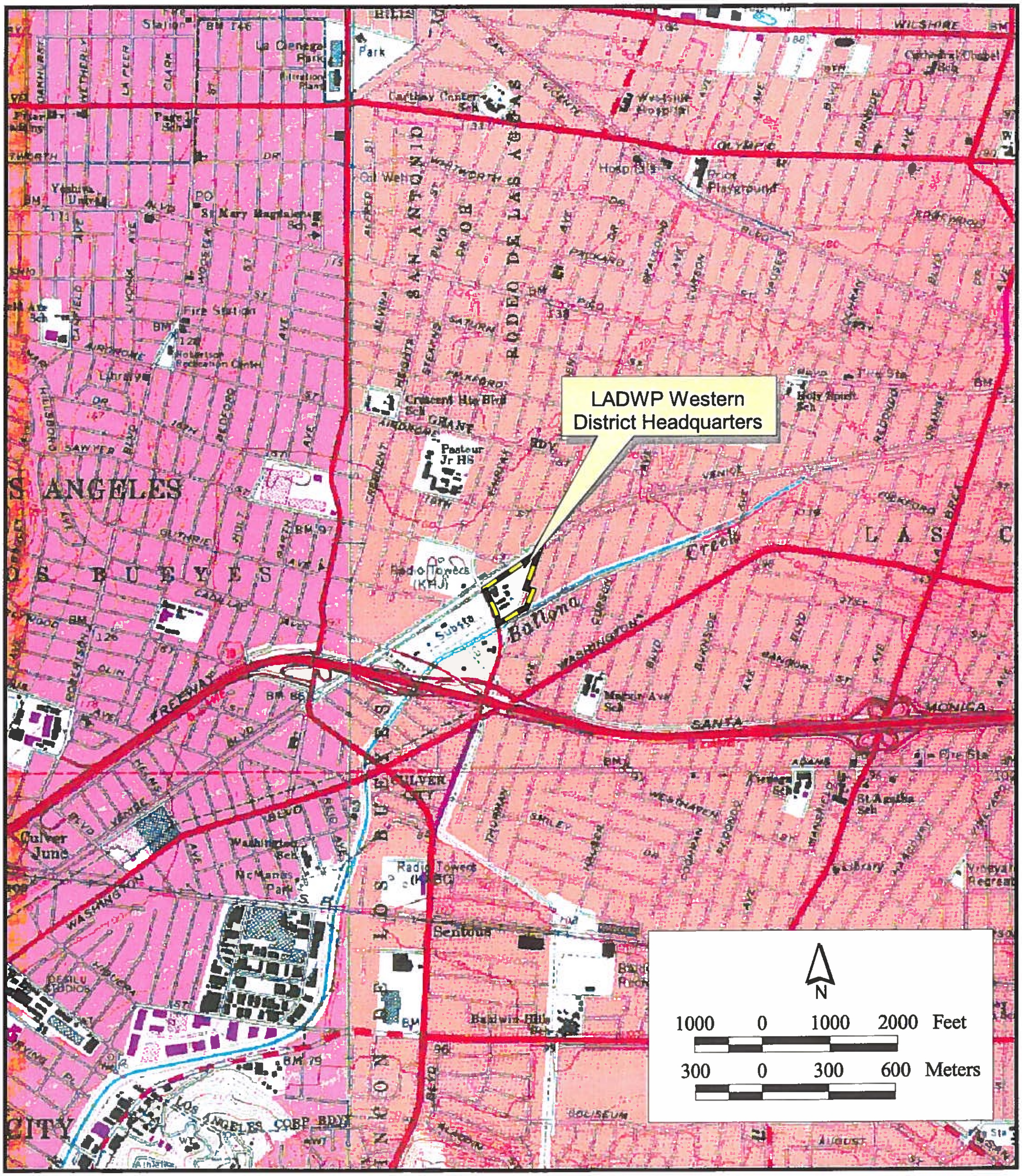
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # ____________
HRI# ____________
Trinomial ____________

Page 18 of 18 *Resource Name or # (Assigned by recorder) : LADWP Western District Headquarters

*Map Name: Hollywood & Beverly Hills *Scale: 1:24,000 *Date of map: 1981



OHP Prop # 162277

19-187805

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 19-187805
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Caltrans ID, County/Route/Postmile/EA: 07-LA-1- KP 48.9/49.4 EA 166061 Map Ref. #

P1. Resource name(s) or number: Ballona Creek Flood Control Channel & Drainage System

***P2. Location: *a. County** Los Angeles

***c. Address** N/A **City** Los Angeles, Culver City, Beverly Hills **Zip** N/A

d. Other Identifier USGS Quads Venice, 1964; Photo Rev. 1981 N 3352.5-W 11822.5 / 7.5
~~Inglewood, 1964, Rev. 1981 N 3352.5 W 11815 /7.5~~
Beverly Hills, 1995 N 34730-W 11822.3 /7.5
Hollywood, 1966, Rev. 1981 & 1994 N 34730-W 11815 7/5 *

***P3a. Description:**

The Ballona Creek Flood Control Channel is part of a wider system that drains the western portion of the city of Los Angeles, including the independent incorporated cities of Culver City and Beverly Hills. The drainage area, encompassing 129 square miles, is located between the Santa Monica Mountains to the north and the Baldwin Hills to the south. Only the Ballona Creek Channel, constructed between 1935-39 is an open waterway. The remainder of the system, mostly constructed in the post-war era, is comprised of subsurface box culverts and reinforced concrete pipes. This system is a component of the Los Angeles County Flood Control District that encompasses the watersheds of the Los Angeles and San Gabriel Rivers—an area of 1,717 square miles. This system, began in the teens and completed in the early 1980s, stores water in reservoirs; controls water and debris flows to protect lives and property; and recharges the underlying water table in graveled spreading grounds. The system has allowed the unbrideled development of the Los Angeles basin and adjacent hillside areas, and has contributed to the low-slung development patterns characteristic of Los Angeles. It is undoubetedly an impressive, innovative, and significant public works project.

Within this overall effort, the Ballona Creek drainage area occupies a scant 4% of the total area. The system is comprised of two debris basins in tributary canyons, a 2.3 mile open water main channel, two jetties at the mouth of the main channel, 23.67 miles of tributary channels, and 15 bridges. The main channel, funded through the federal Flood Control Act of 1938, was constructed in (see continuation sheet)

***P3b. Resource Attributes:** 27

***P4. Resources Present:** ☐Building X☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo See continuation sheet

***5b. Photo date:** August 2000

***P6. Date Constructed/Sources:**
1935-1963

***P7. Owner and Address:**
United States Army
Corps of Engineers
Los Angeles District
P.O. Box 2711
Los Angeles, Ca 90053

***P8. Recorded by:**
Diane Kane, Ph. D.
Caltrans
120 S. Spring Street
Los Angeles, CA 90012

***P9. Date Recorded:**
August 15, 2000

***P10. Survey Type:** Intensive

***P11. Report Citation:** HPSR for the LA-1 Widening Project, KP 48.9/49.4, EA 166061

***Attachments:** NONE X☐Location Map ☐Sketch Map X☐Continuation Sheet X☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial

Resource Name or #: (Assigned by recorder)

DPR 523A (1/95)

*Required information

***P3a. Description:** (continued)
sections between 1938-39. The Vista del Mar to Pacific Ocean stretch includes two parallel jetties, approximately 340' apart, that extend 1225 feet into the Pacific Ocean. The trapezoidal jetties are constructed of one-to-six ton boulders sealed with a grouted cap. They measure approximately 30 feet at their base and rise in a 1:1 ½ slope to a 15' level top. The main channel is an inverted

trapedoid in cross section, measuring 336' across the top and 200' the base of the channel. The channel sides are sloped earth at a ratio of 1:3, covered with stone paving. Backfill at the base of the slope varies in depth, while freeboard varies between 19' to 21'. A five foot-to-eight foot earthen invert is located in the center of the channel bottom. An earth berm roadway is located along the banks of the channel, separated from the embankment by cyclone fencing. A bridge, constructed in 1938 and currently closed to vehicular traffic, crosses the channel at Pacific Avenue.

The La Salle Avenue to Vista del Mar portion of the channel was the first portion built, with construction occuring between 1935-1936. The cross section is similar to that of the Vista del Mar section. Bridges cross the channel at Overland Avenue, Station 244.70 (pedestrian footbridge), Sepulveda Boulevard, Sawtelle Boulevard, the San Diego Freeway, Inglewood Boulevard, Centinela Avenue, the Marina Freeway, the Pacific Electric Railway, Lincoln Boulevard and Culver Boulevard.

The channel begins to narrow as it enters into Culver City. In the Washington Boulevard to La Salle Avenue section, constructed in the 1938-39 period, concrete sides are slopee at a 1 ½ : 1 ratio. A ten foot wide backfilled footing at the toe of the slope supports a straight sided concrete invert at the channel bottom. The channel walls vary in width from 38'6" to 80', and in depth from 9' to 11', with a minimum of 2' freeboard. Bridges cross the channel at Exposition Boulevard and the Pacific Electric Railway, Higuera Street and Duquesne Avenue. The The Redondo Boulevard to Washingotn Boulevard portion, constructed between 1936-1937, is a straight sided concrete channel with a concrete invert in the channel bottom. The channel varies in depth from 12' to 18' and in width from 38.7' to 80', with a m inimum of 2' freeboard. Bridges are located at Fairfax Avenue, Cadillac Avenue, the Santa Monica Freeway, a service bridge beneath the freeway, La Cienega Boulevard, and Washington Boulevard. The channel goes underground at Redondo Boulevard, just south of Venice Boulevard. Typical box culvert cross sections are 10' to 12' in width and 6.7' to 8.6' in height.

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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary____________
HRI#____________

BUILDING, STRUCTURE, AND OBJECT RECORD

 Status Code__4S1__ **Resource Name or #** (Assigned by recorder)_

B1. Historic Name: Ballona Creek Flood Control Channel & Drainage System
B2. Common Name: Ballona Creek Flood Control Channel & Drainage System
B3. Original Use: flood control, land reclamation
B4. Present Use: flood control, land reclamation
***B5. Architectural Style:** utilitarian/industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Main channel (Washington Boulevard to Pacific Ocean) 1935-1939
Vista del Mar to Pacific Ocean (1938-39)
La Salle Ave. to Vista del Mar (1935-36)
Redondo Boulevard to Washington Boulevard (1936-37)

***B7. Moved?** X☐No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Ballona Creek Drainage Area (mostly subsurface culverts)

Arroyo de los Jardines (1935-36)	Rexford-Monte Mar Branch (1963)
Sawtelle-Westwood (1949-1959)	Kenter Canyon (1935-37)
Benedict Canyon (1961-64)	Centinela Creek (1961-62)
2 debris basins	2 jetties at the mouth of the main channel
15 bridges over the main channel	

B9a. Architect: Col. C. T. Newton, District Engineer, US Army Corps & Harold E. Hedger, Chief Engineer, LA County Flood Control District
b. Builder: Army Corps of Engineers
***B10. Significance: Theme** Public Works **Area** Land Reclamation & Flood Control
Period of Significance 1935-1970 **Property Type** 27 **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Ballona Creek Flood Control Channel is part of a wider system that drains the western portion of the city of Los Angeles lying between the Santa Monica Mountains to the north and the Baldwin Hills to the south. Only the Ballona Creek Channel, constructed between 1935-39, is an open waterway. The remainder of the system, mostly constructed in the post-war era, is comprised of subsurface box culverts. Today, the complete watershed, **(See continuation sheet)**

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:** See continuation sheet.

B13. Remarks: Property a potential contributor to a discontiguous thematic historic district of Los Angeles County Flood Control Dams, determined eligible for the National Register, Criteria A & C, Dated December 22, 1999.
Property should be re-evaluated when it becomes 50 years old.

***B14. Evaluator:** Diane Kane, Ph.D.
Caltrans, District 7
120 S. Spring Street
Los Angeles, CA 90012

Date of Evaluation: August 15, 2000

(Sketch Map with north arrow required.)

See continuation sheet.

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B10. Significance: (continued)

encompassing 129 sq. miles, empties into the Pacific Ocean in the incorporated city of Marina del Rey, just north of the Los Angeles County International Airport. Historically, the territory west of present-day Culver City was low-lying wetlands bordering Ballona Creek, one of the few year-round streams in the greater Los Angeles area. Because of the swampy conditions, the land was primarily used for ranching and was only marginally productive for agriculture. The earliest ranchos, Rancho La Ballona (ranch of the bays) and Rincon de los Buyes (corner for cattle), testify to the area's initial condition.

In the late 19th century, various entrepreneurial ventures attempted to develop ports and pleasure grounds at the mouth of Ballona Creek, accessed by railroads providing day excursions. Port Ballona, established in 1887, shortly went bust in a real estate downturn of the 1890s. In 1902, new building cycle began with Playa del Rey, which rose upon the earlier foundations of Port Ballona. A popular seaside resort crowded with auto-racing and boat-racing fans, Playa del Rey featured the 50 room Hotel del Rey, a pleasure pavilion, boardwalks, a boathouse, grandstands, and an incline railway accessing the palisades above the beach. When the pavilion and hotel burned, that venture also collapsed. Development next returned to the area in the 1920s, but it focused upon the palisade bluffs and avoided the beach at the mouth of the creek--a site with a history of fantastic dreams and dashed visions. Aerial photographs from the late 1920s reveal that as Ballona Creek meandered toward the ocean, it dispersed across a broad area, finally collecting in a lagoon created by a sand bar at the ocean's edge. Because of the creek's unpredictable course, only minimal and expendable development--such as farming and oil drilling--occurred on the low ground between Culver City to the east and the Pacific Ocean to the west.

Los Angeles County Flood Control Program

Construction of the Ballona Creek flood control channel must be viewed within the context of Los Angeles County flood control efforts. Seasonal rains, at times torrential, had caused extensive damage since settlers first arrived in the southland. But, prior to the late 1880s, limited property development and low property values did not create general demand for protective measures. By the early 1900s, however, booming real estate development resulted in a substantial increase in property values, as well as an increase in impermeable surfaces, thus exacerbating the region's proclivity toward flooding.

Initial flood control efforts consisted of localized, independent flood control districts. For example, destructive storms of 1910 and 1911 resulted in the formation of the San Antonio Protection District to provide protection along the upper Rio Hondo and San Gabriel River channels. Other local districts formed during the teens also proved successful in protecting property from inundation. By 1913, LA County Engineer Olmsted proposed three interrelated approaches to regional flood control that prefigured all subsequent programs: 1) retention and storage of flood waters in reservoirs; 2) artificial spreading of flood waters over gravel beds to replenish the water table; and 3) straightening and reinforcement of river channels. The proposal included both water conservation and land reclamation as part of a countywide strategy to cope with the climate and terrain particular to the Los Angeles basin.

During the decade 1910-1920, flood control quickly evolved from the jurisdiction of small independent flood control districts to the responsibility of a county-wide flood control agency, catalyzed by the disastrous flood of 1914. That cataclysm caused a record $10 million in damage—including one to two hundred bridges, all railroad lines, public utility wires and pipe lines An act of the California State Legislature created the Los Angeles County Flood Control District the following year. World War I delayed suspension of bonds approved by voters in 1917, so money to begin flood protection measures did no materialize until late 1918. The 1918 plan called for the following measures: 1) conservation of storm waters through reforestation and retarding works in the mountains; 2) containment of storm waters with dams in the mountains; 3) spreading of storm waters at the mouths of canyons to replenish the water table4) diversion of the San Gabriel and Los Angeles Rivers to prevent siltation of the Long Beach and San Pedro harbors; and, 5) acquisition of officials channels of principal streams to permanently align and protect those channels. The first phase of work undertaken between 1918-1924 resulted in the diversion of the Los Angeles River, construction of reservoirs and check dams and realignment of major drainage channels of the Los Angeles and San Gabriel rivers, totaling $7,600,000 worth of improvements.

A second comprehensive plan of 1924 combined the district's mandate of flood protection with water conservation. It detailed 11 additional dams and a number of spreading grounds where stored flood waters could be added to the water table. A county bond measure for $35,300,000 passed later that same year and led to the county's most active period of construction. By 1933, work in progress or already completed included 16 reservoirs, 412 miles of regulated mountain and foothill watersheds, spreading grounds and 132 miles of permanently improved drainage channels, totaling $55 million. Despite these successes, the public did not continue to support flood control efforts, turning down bond issues in 1926 and again in the early 1930s. Tragedy struck on New Year's Day, 1934, when raging flood waters claimed 41 people and left over $ 6 million in property damage. The rejected bond measures

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were directly responsible for the devastation. To address the funding shortfall, the Flood Control District turned to the War Department for help. The Emergency Relief Expropriation Act of April 18, 1935, allocated $13, 869,000to continue LA County's flood control program. Included in the legislation were appropriations for storm drains, permanent channel improvements and debris basins. Additional federal legislation, the Flood Control Act of 1936, changed the mission of the Army Corps of Engineers from providing temporary relief during times of duress to permanent supervision of future flood control projects. Channelization of the Los Angeles and San Gabriel Rivers, and the Rio Hondo thus came under the jurisdiction of the Army Corps of Engineers.

A disastrous flood in 1938 led to the passage of yet another federal flood relief bill, the Flood Control Act of 1938. This act provided for a revised plan, submitted to Congress in 1940, and finally approved as the Flood Control Act of 1941. Included as part of this plan were improvements for Ballona Creek, consisting of debris basins in two tributary canyons, 2.3 miles of main channel improvement and 23.67 miles of tributary channel improvement, as well as the reconstruction of several bridges. By 1960 the Los Angeles County Drainage Area project was 99% complete and considered a major success, as raging waters water escaping river banks faded into the past. Countywide efforts now shifted to controlling mudslides and debris flows in steep mountain areas undergoing residential development.

Significance of Ballona Creek Channel : Criterion C

The Ballona Creek drainage area occupies roughly 4% of the total Los Angeles drainage basin, so from a regional perspective, flood control efforts in this watershed were miniscule compared to those conducted in the rest of the Los Angeles basin. The historic record indicates that channelization of Ballona Creek was not a top priority in initial flood control efforts, which began on the Los Angeles and San Gabriel Rivers. A significant amount of hydraulic-laboratory investigation occurred during the design development phase of the channel project because of the unique problems inherent in supercritical flow velocity around curves, through bridges, and at confluences. Limited right of way often resulted in considerable curvature in channel alinement. Likewise, short radius curves required super elevation of the channel bottom to maintain flow equilibrium.

Both rectangular and trapezoidal cross-sections were used in channel design. Although trapezoidal cross sections were less costly to construct, they required greater right of way, and resulted in costlier bridges due to their longer length. Networks of flood control channels required merging two high-velocity streams. This also led to complicated engineering calculations and innovative design. For example, In some of the smaller channels in foothill areas, where steep slopes, narrow rights of way and crooked alinements were common, circular channel sections of cast-in-place concrete were used, precluding the need for a tilted invert along an extremely short radius. Open, rectangular channel concrete sections were designed as L-type walls, constructed in pairs opposite one another, with the wall base forming the channel invert. Walls were engineered for two opposite and limiting conditions--with—the channel empty and with the channel full.

Although significant engineering advances occurred during the channel construction program, most engineering advancements had already been worked out during the design and construction of the more significant waterways. Because Ballona Channel was constructed later in the flood control program, Ballona Creek Flood Control Channel does not appear to meet National Register Criterion C for its engineering, design, or construction.

Significance of Ballona Creek Channel : Criterion A

For most of their history, the Ballona wetlands were too marginal to spend civic resources to protect from flooding. In fact, development could only occur in the area after the creek was channelized, since much of the land was at or below sea level. As evidenced on early maps and aerial photographs, the creek's natural tendency was to sheet flow through a vast wetland, meandering at will across an undeveloped plain until it its flow was directed by natural sandbars at the ocean's edge. So channelization of Ballona Creek was a necessary element for land development to occur within the lower reaches of its watershed.

Flood protection was not as great an issue, since only the higher elevations, not subject to flooding, could be developed prior to channel construction. Even on the higher ground in Culver City, areas adjacent to the new channel were slow to develop. The economic downturn during the Depression and the foreclosure and legal encumbrances of many properties under the Matoon Act, precluded development in much of the town until after World War II. Those properties that did develop were just as much influenced by war-related defense industry production facilities in neighboring Westchester as they were by construction of the Ballona Creek Flood Control Channel, so the cause and effect relationship is a complex one not easy to untangle.

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What remains clear is that the most spectacular effect of channelization of Ballona Creek was the land reclamation that occurred during the post-war period. Marina del Rey, its harbor for pleasurecraft, highrise condominiums, garden apartments, shops, hotels, restaurants and recreational facilities, could never have been developed without channelizing Ballona Creek. As important as this relationship is, it occurred during the 1970s and 80s, well beyond the resource's period of significance (1928-1939). Furthermore, more than half of the resource was constructed during the thirty years after the passage of the 1938 Flood Control Act that authorized initial work on the flood control channel. Consequently, most of the Ballona Creek Flood Control drainage area is not yet fifty years old.

Since the majority of the resource itself, and the historic pattern of events signifying its importance, is not yet old enough to be historic, and the resource does not appear to have overriding historic significance, the Ballona Creek Flood Control Drainage project does not appear to meet National Register Eligibility criteria at this time. When the system becomes fifty years old, it should be re-evaluated to determine if it contributes to the National Register-eligible discontiguous thematic Historic District comprised of the LA County Flood Control Dams, determined eligible for the National Register under criteria A and C through the Sec. 106 process instituted by the Federal Emergency Management Agency (FEMA) in conjunction with the seismic retrofit of the dams.

***B12. References: (Continued)**

Stephen van Wormer, "Historical Resource Overview and Survey for the Los Angeles County Drainage Area Review Study", U.S. Army Corps of Engineers, 1985.

_____"A History of Flood Control in the Los Angeles County Drainage Area," *Historical Society of Southern California Quarterly*, 73, No. 1: 55-107.

John McFee, "Los Angeles Against the Mountains" in *The Control of Nature*, New York: Farrar, Giroux, 1989, 183-272.

S. E. Rantz, "Urban Sprawl & Flooding in Southern California," Water in the Urban Environment Geological Survey Circular 601-B, Washington D.C., 1970.

Col. C. T. Newton and Harold E. Hedger, "Los Angeles County Flood Control and Water Conservation," a paper presented to the American Society of Civil Engineers, Los Angeles Convention, February 9-13, 1959.

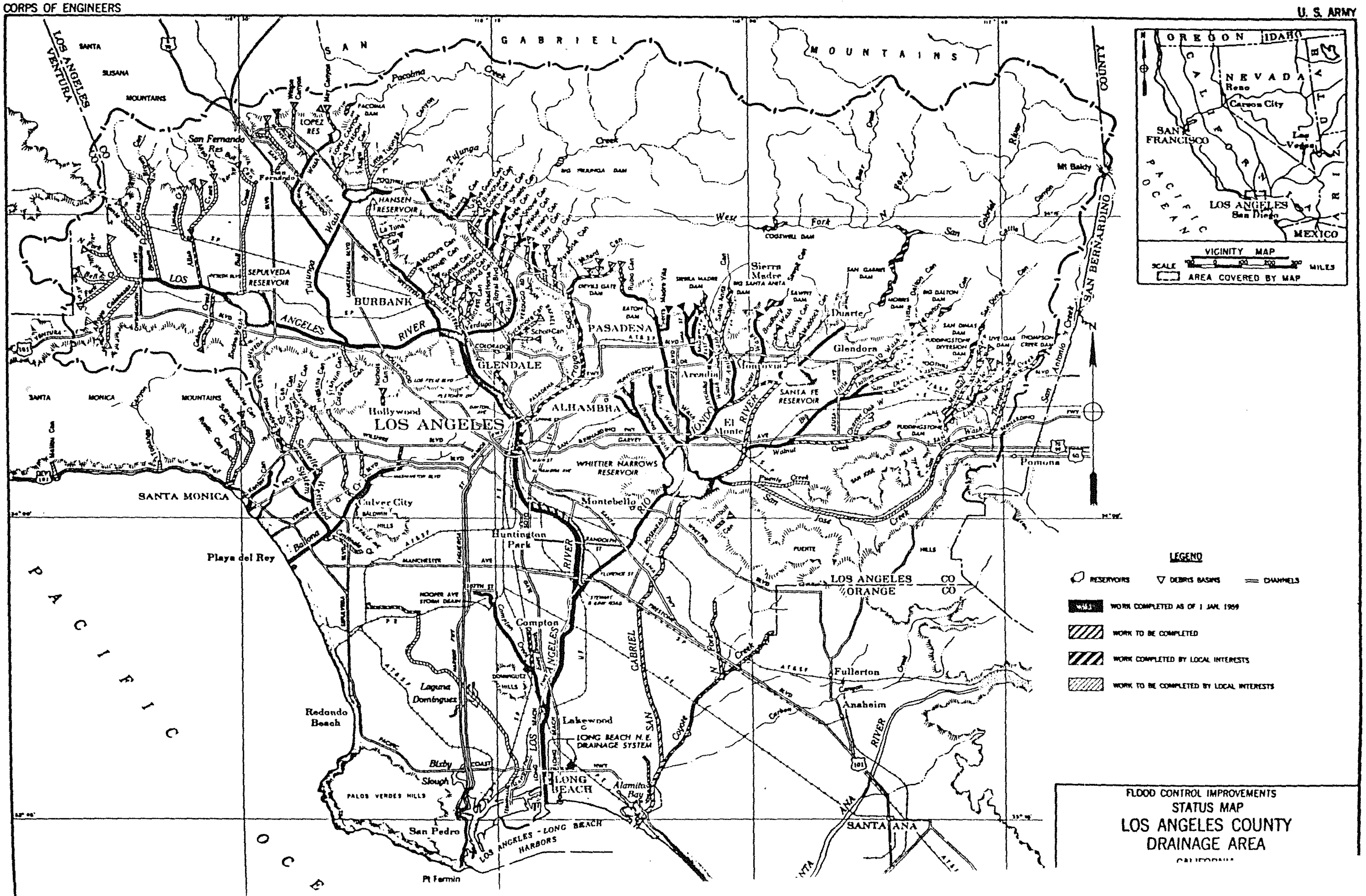
FEMA Sec. 106 consultation files for the Seismic Safety Modification of Dams Project, Los Angeles County Department of Public Works. Determination of Eligibility for a discontiguous thematic district of 10 dams in Los Angeles County, California. December 22, 1999.

Operation & Maintenance Manual, Los Angeles County Drainage Area Project, Los Angeles District, Army Corps of Engineers, December 1975.: project data sheets for the Ballona Creek drainage area.

Fairchild Photo Collection, Whittier College, Flight Numbers C-164 (1-1928); c-300 (1928); C-5084 (4-1-38); C-6330 (5-1940); C-11023 (1946-47); C-11351 (1947); C-11351 (1947); c-19375 (5-8-53).

CORPS OF ENGINEERS

U. S. ARMY



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary #: P19-187805 (Update) HRI # Trinomial NRHP Status Code: 6Z
Other Listings Review Code	Reviewer Date

 ***Resource Name or #:** Ballona Creek Flood Control Channel

P1. Other Identifier: Segment of Ballona Creek Flood Control Channel from Marina Expressway/SR 90 to the ocean.

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Venice **Date:** 1964/1981 **T 2S**; **R 15W**; **S.B.B.M.**

c. Address: N/A City: Marina del Rey Zip: 90292

d. UTM: east end: Zone: 11; 367679mE/ 3760310mN; west end; 365294mE/3758800mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 0 feet above sea level.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The resource was previously recorded in association with a Caltrans project "Route 1 Widening Project Between Culver boulevard and Jefferson Boulevard in Los Angeles County, CA; 07-:A-1;K.P. 48.9/49.4; EA166061, August 2000".

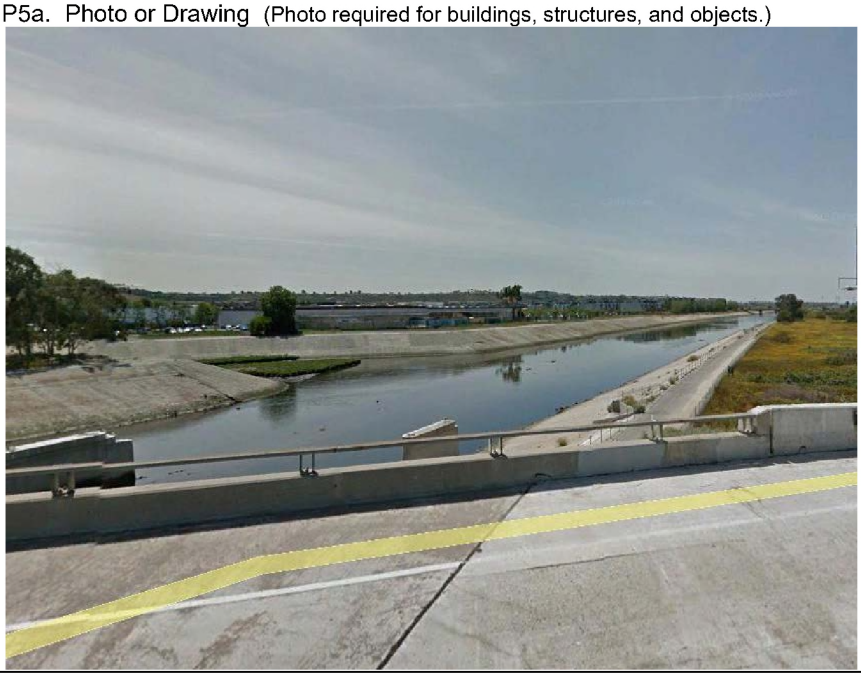
The BCFCC is a nine-mile long channel responsible for draining the Los Angeles Basin from the Santa Monica Mountains to the north, the 110 Freeway to the east, and the Baldwin Hills to the south. The major tributaries to Ballona Creek include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and numerous storm drains. "The watershed is comprised of all, or parts of, the cities of Los Angeles, Santa Monica, Beverly Hills, Culver City, Inglewood, West Hollywood, and parts of unincorporated Los Angeles County". (Los Angeles County Department of Public Works; Watershed Management. http://ladpw.org/wmd/watershed/bc/)

The trapezoid cross-section design of the BCFCC segment within in the APE is a straight linear path approximately 1.95 miles long. The channel in the APE was constructed by excavating native soil to a width of 200-feet at the base of the channel, and then creating the channels walls that rise at a rate of 1 foot per 3 feet of width, to a total width of approximately 336 feet across the top of the channel. The depth of the channel in this area is approximately 24 feet deep, and the channel walls are comprised of sections of concrete-lined walls, and unlined natural rip-rap wall sections. It appears that since the construction of this segment of the BCFCC in the late 1930s, the channel walls have been repaired or slightly altered to address needed improvements. (Kane, Diane, Ph.D. *"Historic Property Survey Report for the Route 1 Widening Project Between Culver Boulevard and Jefferson Boulevard in Los Angeles County, California; 07-LA-1, K.P. 48.9/49.4, EA 166061",* California Department of Transportation, District 7; August 2000. Supporting documents attached to the HPSR are the pages from the U.S. Army Corps of Engineers' *"Operation and Maintenance Manual, Los Angeles County Drainage Area, Ballona Creek Channel".)*

***P3b. Resource Attributes:** AH6 – water conveyance system.

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: View looking southwest. September 6, 2015.

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1939.

***P7. Owner and Address:**
Ballona Wetland Ecological Reserve

***P8. Recorded by:**
Pamela Daly, M.S.H.P.
Daly & Associates
4486 University Avenue
Riverside, CA 92501

***P9. Date Recorded:**
November 12, 2015

***P10. Survey Type:** (Describe)
Intensive-level, Section 106 and CEQA.

***P11. Report Citation:** Daly, Pamela. *Historic Resource Evaluation Report of Ballona Wetlands Ecological Reserve Restoration Project, Los Angeles County, California*. Daly & Associates, 2015.

***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 6Z

*Resource Name or # : Ballona Creek Flood Control Channel segment

B1. Historic Name: Ballona Creek Channel
B2. Common Name: Ballona Creek Channel
B3. Original Use: channelization of natural creek B4. Present Use: Los Angeles County flood control channel
***B5. Architectural Style:** N/A
***B6. Construction History:** The creek was channelized to about where it now intersects with Lincoln Boulevard/Highway 1 in 1924. Under a larger bond act to protect all of Los Angeles County, it was channelized to the ocean in 1939.
***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: Los Angeles County engineers b. Builder: Unknown
***B10. Significance:** None **Theme:** flood control systems **Area:** Los Angeles County
Period of Significance: None **Property Type:** open flood channel **Applicable Criteria:** NR/CR

The Los Angeles County Flood Control District designed engineering plans for the channelization of Ballona Creek in 1916. The increase in urban development led to the channelization of Ballona Creek and other natural waterways in Los Angeles County to reduce the danger from seasonal flooding and for the control of sewage being sent to the ocean. The U.S.G.S. Venice Quadrangle map of 1923 shows that the channelization of upper Ballona Creek had been completed as far as Ballona Creek wetlands. The lower Ballona Creek was channelized under a bond act approved by the voters of Los Angeles County in the fall of 1924. In 1933, a request was made by the Los Angeles County Board of Supervisors to the Los Angeles Office of the USACE to complete the "development of outlets into the ocean of San Gabriel and Los Angeles Rivers and Ballona Creek." The plans required 4,000 feet of channel to be constructed to drain an area of 130 square miles.(Los Angeles County Department of Public Works; Watershed Management. http://ladpw.org/wmd/watershed/bc/) The section of the channel from where it stopped in 1923, to the ocean, was completed in 1939.

The BCFCC was historically constructed under formal flood and sewage control projects dating from the early 1900s. In the 1920s, a flood control channel was constructed from Culver City to a point still some distance from the actual ocean. As the area was lightly settled in the 1920s, and was still in use for hunting and fishing in the wetlands and marshes, there was no need to control the flow of water to the sea. With the establishment of the Venice Oil Fields and the associated building of residential structures in the area of the wetlands and along this area of the coastline in the 1930s, there proved to be a need to construct a canal to control storm runoff from the Los Angeles Basin to avoid flood damage to residential and commercial property. The BCFCC was completed after the great flood event of 1938, under a Los Angeles County bond initiative, with the assistance of the USACE and the New Deal Program, the Emergency Relief Act. The BCFCC is just one segment of the entire flood control system for all of Los Angeles County. The BCFCC is a modified natural waterway (Ballona Creek) that was converted to use as an element of a large storm drain system under the control of Los Angeles County Department of Public Works. (See Continuation Sheet for additional text.)

B11. Additional Resource Attributes: None.

***B12. References:**

See Continuation Sheet

B13. Remarks:

***B14. Evaluator:** Pamela Daly, M.S.H.P.

***Date of Evaluation:** November 12, 2015.

(This space reserved for official comments.)

***Recorded by:** Pamela Daly, M.S.H.P. ***Date:** November 14,2015 ☒Continuation ☒Update

B10. Significance, continued:

In December 2000, the Caltrans underwrote the production of the manual "Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures" prepared jointly with the cultural resources firm of JRP Historical Consulting Services of Davis, California. (Caltrans. *"Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures"* http://www.dot.ca.gov/ser/downloads/cultural/CanalsDitches.pdf*)* The purpose of the document was to create guidelines and the historic context of artificial waterways (canals, ditches, hydroelectric systems, etc.) that had previously been discounted when preparing reports for the impact of road projects. The document states that among those "properties normally unlikely to require further consideration [for evaluation] are roadside drainage ditches; municipal water, sewer, and storm drain systems; most ordinary irrigation ditches, modified natural waterways; modern pipelines; isolated or unidentified ditch segments; and canals less than 50 year old."

We have inserted here text from pages 92–95 of the "Water Conveyance Systems in California" that clearly and concisely discusses the process for determining the significance of a water conveyance system for listing in the National Register:

An eligible water conveyance system must meet one or more of the National Register criteria, and it must retain integrity. To meet the National Register criteria, it must: (A) be associated with events that have made a significant contribution to the broad patterns of our history; (B) be associated with the lives of persons significant in our past; (C) embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or (D) have yielded, or may be likely to yield, information important in prehistory or history.

Water systems may be found eligible to the National Register of Historic Places under any of the National Register criteria, although some criteria are more commonly relevant than others. Of 22 eligible water systems identified with one, or more than one, specified criteria in OHP's statewide inventory as of mid-1995, 21 systems (95%) were listed under Criterion A; 14 (64%) were listed under Criterion C; while only one each (5%) came under criteria B and D. It appears that water conveyance systems are most likely to be found eligible for the National Register of Historic Places under Criterion A (events) or C (type or style of construction, district), and fewer will be found eligible under B (people) or D (information potential).

More than one of the National Register criteria may apply to water conveyance systems, such as when a system is eligible under both A and C, for its association with important events and its engineering values. A system may also contain individually eligible properties, such as associated archeological sites that may be eligible under D or structures eligible under C. Each system should be examined for eligibility under each of the National Register criteria, as described below.

Criterion A

Like other kinds of public works facilities, water conveyance systems are inherently important to the communities they serve, providing infrastructure essential for community development. Water supply has been particularly pivotal in the development of California and other parts of the arid West. Irrigation and reclamation canals provide the lifeblood of farming communities; municipal water canals are of critical importance in city development; hydroelectric canals serve a very specific purpose, but their benefits are widely distributed; mining canals also served a focused purpose, but nonetheless played very key roles in the economies of mining-based communities; and major multi-purpose systems provided far-reaching benefits to many sectors of the state's population. Thus, it is not surprising that water conveyance systems have been found eligible for the National Register of Historic Places under Criterion A for their association with important events.

For a water conveyance system to be eligible under Criterion A, it must be found to be associated with specific important events (e.g., first long-distance transmission of hydroelectric power) or important patterns of events (e.g., development of irrigated farming). This document has established historic contexts for many of these themes, but other events may also be found significant, and assessing local significance may require further research.

A system must be adequately documented, through accepted means of documentary or archeological research, as being associated with the important events; speculative associations cannot confer eligibility. The significance of the documented association must then be demonstrated. In other words, the system's association with the important event must also be an important association, not mere coexistence. For example, an 1850s mining ditch evaluated for its association with the gold rush would normally not be found eligible under Criterion A if it served only unimportant mines that produced little gold, and it possessed no other associations. (See Continuation Sheet for additional text)

***Recorded by:** Pamela Daly, M.S.H.P. ***Date:** November 14,2015 ☒Continuation ☒Update

B10. Significance, continued:

Criterion B

For eligibility under Criterion B, a property must be associated with an important person's productive life and must be the property that is most closely associated with that person. For instance, the office in which a prominent engineer prepared his/her most important designs could be eligible under Criterion B and would be more closely associated with his/her work than would the place where that person was born. On the other hand, a property such as a dam that represents the work of a master engineer would be eligible under Criterion C, as the work of a master, rather than B, as representing an important person. Water conveyance systems will rarely be found eligible under Criterion B. There may be instances, however, when a water conveyance system would be eligible under Criterion B, notably when the person's association with the system is very strong and no properties more intimately associated with that person remain. Researching associations with people important in water history should include a careful evaluation as to whether the water system under investigation is the property that best represents that association.

In California notable names for which there might be associations with water planning, construction, or engineering include: Anthony Chabot, George Chaffey, Frederick Eaton, William Mulholland, George Maxwell, Robert Marshall, Elwood Mead and C. E. Grunsky.

Criterion C

Water conveyance systems have been found eligible for the National Register of Historic Places under Criterion C for their engineering or design values. Examples of different types, periods, or methods of construction; the works of a master; properties with high artistic merit; and properties which together constitute a historic district may be eligible under Criterion C. Properties eligible under C may have unique values or they may be the best or good examples of a type of property. The earliest, best preserved, largest, or sole surviving examples of particular types of water conveyance systems or a property that introduced a design innovation may be eligible as examples of evolutionary trends in engineering.

To be considered a good representative of that type, period, or method of construction, a water conveyance system must possess "distinctive characteristics," the common features or traits of that type, period, or method of construction. Through those distinctive characteristics, a property must clearly illustrate one or more of the following: the pattern of features common to a particular class of resources; the individuality or variation of features that occurs within the class; the evolution of that class; or the transition between classes of resources. When water systems are examined as good examples of a particular class of property, it is necessary to establish a comparative framework in order to understand how they relate to other properties with similar characteristics.

Water conveyance systems can be eligible as the work of a master when designed by a figure of acknowledged greatness in the field or by someone unknown whose workmanship is distinguishable from others by its style and quality. However, the system must be a good example of the designer's work, and not all works of a master will be eligible. Systems designed by individuals identified in the Criterion B discussion above should be examined for the possibility of their eligibility under Criterion C as the work of a master.

High artistic values can also be found in properties that articulate a particular concept of design so well that it expresses an aesthetic ideal. To be eligible for its artistic value, a property must express the aesthetic ideal or design concept more fully than other properties of its type.

A large water conveyance system with multiple components will often be evaluated as a district rather than as a single property. An eligible historic district must possess a significant concentration or linkage of resources that are united historically or aesthetically by plan or physical development. It should be a significant and distinguishable entity, although its components need not possess individual distinction.

Criterion D

Water conveyance systems may be eligible for the National Register if they may be likely to yield information important in history or prehistory. These properties must be studied within an appropriate historic context and they must possess the potential to answer specific important research questions. Once the research value of a property is realized, it is no longer eligible under Criterion D. However, properties that have yielded important information may in rare cases also be found eligible under Criterion A when that data has proven seminal to research in that field.

The properties most commonly found eligible under Criterion D are archeological sites, but buildings, structures, and objects can also, if infrequently, be found eligible for their information potential. In order for these other property types to be eligible under D, the physical properties themselves must be or have been the principal source of the important information. (See Continuation Sheet for additional text)

***Resource Name or #: Ballona Creek Flood Control Channel**

***Recorded by:** Pamela Daly, M.S.H.P. ***Date:** November 14,2015 ☒Continuation ☒Update

B10. Significance, continued:

Because water conveyance systems are often complex properties that may be composed of both structural elements and directly associated resources, eligibility under Criterion D may derive from both the research value of individual elements and/or relationships among those parts.

In 2000, Diane Kane, Ph. D., staff Architectural Historian for Caltrans prepared a DPR site form to record the BCFCC and associated Drainage System. The DPR for the BCFCC was created to document the channel that was located in the APE of Caltrans' project for the widening of Route 1 (Lincoln Boulevard/Pacific Coast Highway/Highway 1), located between Culver Boulevard and Jefferson Boulevard". (Kane, Diane, Ph.D. *"Historic Property Survey Report for the Route 1 Widening Project Between Culver Boulevard and Jefferson Boulevard in Los Angeles County, California; 07-LA-1, K.P. 48.9/49.4, EA 166061"*, California Department of Transportation, District 7; August 2000.) Dr. Kane wrote in her evaluation of the significance of the BCFCC that "the most spectacular effect of channelization of Ballona Creek was the land reclamation that occurred during the post-war [World War II] period. Marina del Rey, its harbor for pleasurecraft, highrise condominiums, garden apartments, shops, hotels, restaurants and recreational facilities, could never have been developed without channelizing Ballona Creek." Due to the fact that much of the Marina del Rey development was constructed well into the 1980s, Dr. Kane recommended that the BCFCC be re-evaluated as "most of the Ballona Creek Flood Control drainage area is not yet fifty years old".

For both the Historic Property Survey Report (HPSR) of the Route 1 widening project, and for the preparation of the DPR for the BCFCC, Dr. Kane did not note the use of any historic topographic maps to evaluate the land changes overtime of the Ballona wetlands area. By referencing the maps, Dr. Kane would have seen that while the Ballona wetlands area was primarily uninhabited in 1896, by 1923, Ballona Creek had been channelized to approximately where the channel intersects with Highway 1 today. Not only had the upper portion of Ballona Creek been converted from its natural course, but a diversion channel had been constructed at the point where the modern channel stopped, to route water around the wetlands and to the Venice Canal, which had been constructed in 1905. Archival resources have revealed that in 1910, the Pacific Electric Railway and the Automobile Club constructed the Motordrome on reclaimed land, and the Pacific Electric Railway ran a line from Culver City to Redondo Beach through the wetlands. The 1923 map, and historic photographs of the area along the Venice Canal, show that houses and businesses had been constructed along the spit of land created by early reclamation efforts. The topographic map of the Ballona wetlands in 1950 show that oil drilling operations had moved into the wetlands, but there were still many houses and businesses located along the Venice Canal.

We believe that Dr. Kane's premise that the construction of Marina del Rey, and the planned community was solely due to the channelization of BCFCC, and that only because of the BCFCC could a development like Marina del Rey have been possible, does not bear scrutiny. The BCFCC had been partially channelized starting in 1916, and the entire project completed in 1939, with the sole purpose of controlling stormwater on its way to discharge in the ocean. The Ballona wetlands had actually been benefiting from the early channel project, and the area was becoming settled on reclaimed land.

Open land was not so scarce in Los Angeles County before World War II, and the need to develop land for housing or businesses was not a priority. After the end of World War II, the population boom in Southern California forced developers to consider all land types that heretofore had been unsuitable for building, as investment possibilities. The construction of the planned Marina del Rey community and marina was more a result of post-World War II land development needs than due to the construction of a flood control channel almost twenty years before. In fact, the development of land all through the post-World War II-era in California was possible due to flood control efforts in individual regions that had been put into effect decades earlier.

We do not agree with Dr. Kane's theory that the creation of Marina del Rey was due to the construction of the BCFCC in 1939, nor do we agree with her recommendation that the BCFCC be considered a contributing structure to the Discontiguous and Thematic Historic District of ten Los Angeles County dams constructed under the Los Angeles County Flood Control District bond issue of 1924. In the letter from the Federal Emergency Management Agency's (FEMA) office in Pasadena, to SHPO, dated December 8, 1999, the local head of FEMA clearly states that the thematic district is restricted to a collection of ten dams based on their being a specific type of built-environment resource, and for meeting Criteria A and/or C of the National Register. The letter between FEMA and SHPO about the thematic district, with which SHPO concurred on December 22, 1999, does not include any language as to the widening of the district to include debris basins, control weirs, spreading fields, or miles of stormwater conduits and channels. (See Continuation Sheet for additional text)

***Resource Name or #: Ballona Creek Flood Control Channel**

***Recorded by:** Pamela Daly, M.S.H.P. ***Date:** November 14,2015 ☒Continuation ☒Update

B10. Significance, continued:

While the portion of the BCFCC that runs through the APE is an integral segment of the greater Los Angeles Basin Flood Control System, we could not find any evidence that the BCFCC itself is directly responsible for any significant events in the history of flood control design or construction in Los Angeles County, California, or the United States. The segment of the BCFCC that runs through the APE was constructed by the U.S. Army Corps of Engineers as part of the Los Angeles Flood Control Project under the Emergency Relief Act of 1935. New Deal Programs underwrote the cost of many infrastructure water projects across the country, including the construction of Hoover Dam, the All-American Canal, Parker Dam and the Colorado Aqueduct. We could not find any evidence that the construction of the BCFCC was an exemplary example of a New Deal project, or a project that was vital to the economic survival of a community or region during the Great Depression. The BCFCC, and the segment within the APE, does not appear to be eligible for listing in the National Register or California Register under Criterion A/1.

The BCFCC has not been found to be *directly* associated with the lifework of any prominent engineers or persons important to the history of the construction of water diversion systems in the Ballona Creek wetlands, Los Angeles County, or California. The segment of the BCFCC was designed by the Office of the USACE District Engineer in Los Angeles, which was staffed by many engineers working on many projects in the Districts assigned area. The BCFCC, and the segment in the APE, does not appear eligible for listing in the National Register or California Register under Criterion B/2.

The BCFCC, and the segment within the APE, does not appear to be eligible for listing in the National Register or California Register under Criterion C/3. The BCFCC is not an example of any significant engineering or technology associated with the design or construction of stormwater conveyance systems in Los Angeles County or California. The segment of the BCFCC that carries stormwater runoff to the ocean, and away from populated areas of the Los Angeles Basin, does not appear to be a significant segment of a larger water conveyance system, merely one segment of a system consisting of thousands of miles of stormwater conduits. Archival research did not reveal any historic significance of this section of BCFCC.

The BCFCC, and the segment in the APE, does not appear to have the capacity to yield information important to the pre-history or history of the Ballona Creek wetlands, Los Angeles County, or the history of the water conveyance systems of California, and are therefore not eligible for listing in the National Register or California Register under Criterion D/4.

Although the segment of the BCFCC in the APE has retained its historic aspects of integrity that include location, setting, association, workmanship, design, feeling, or material, the BCFCC, and the segment in the APE, does not appear eligible for listing National Register or California Register under any of the significance criteria. (See Continuation Sheet for additional text)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

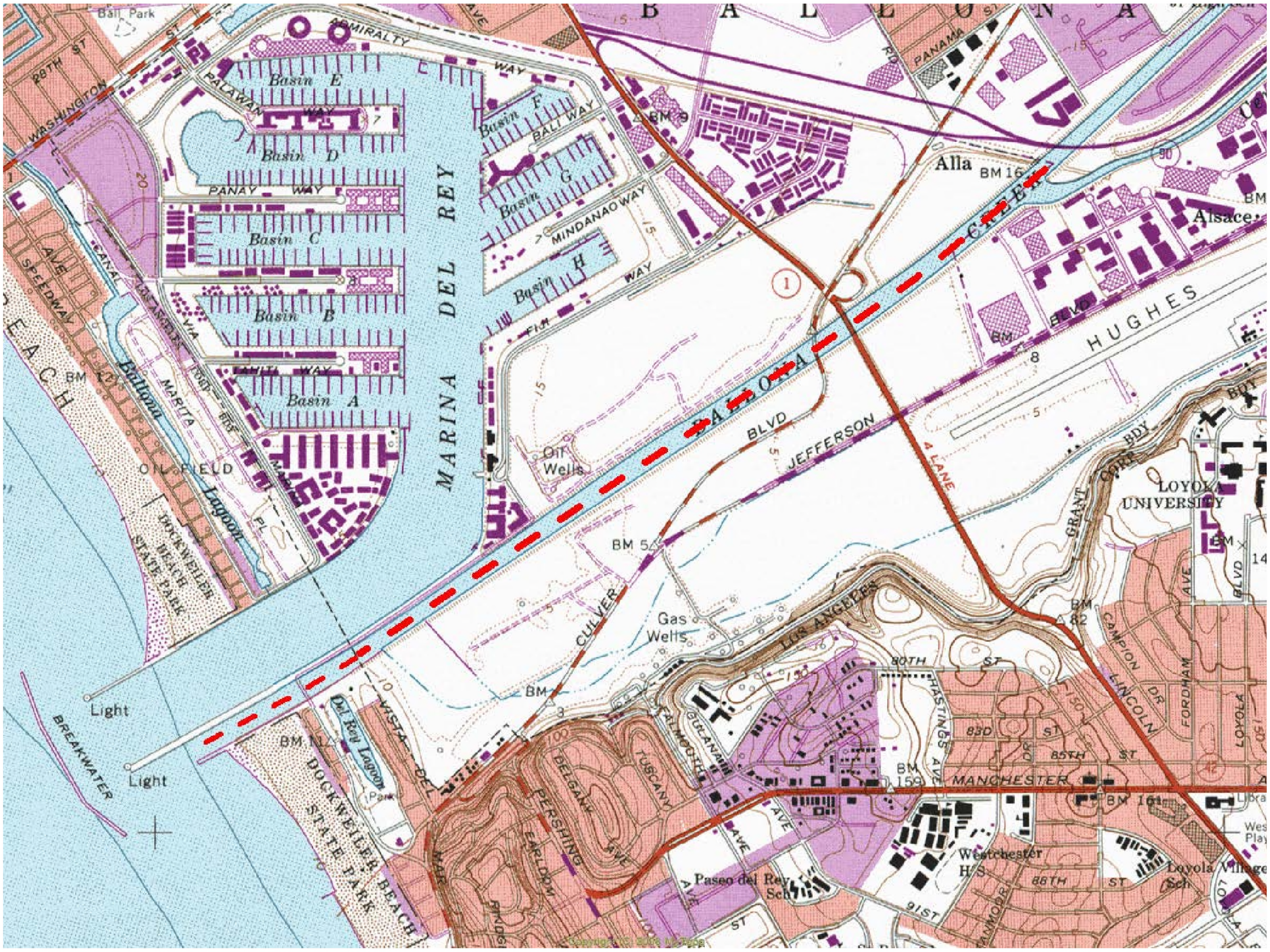
Primary #: P19-187805 (Update)
HRI#
Trinomial

Page 7 **of** 7

***Resource Name or #:** Ballona Creek Flood Control Channel segment

***Map Name:** Venice

***Scale:** 1:24,000 ***Date of Map:** 1964/1981



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: ______________
HRI # ______________
Trinomial ______________
NRHP Status Code: ______________
Other Listings ______________
Review Code ____ Reviewer ________ Date ________

***Resource Name or #:** (Assigned by recorder) Ionic Composite Masonic Center

P1. Other Identifier: Masonic Hall

***P2. Location:** ☐ Not for Publication ■ Unrestricted ***a. County:** Los Angeles

b. USGS 7.5' Quadrangle: Beverly Hills, CA 1995

c. Address: 1122 S. La Cienega Boulevard **City:** Los Angeles **Zip:** 90035

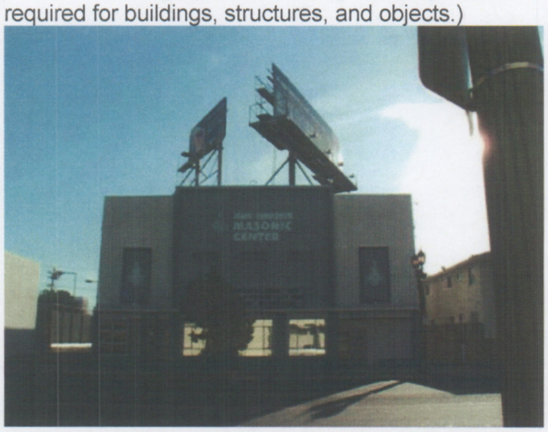
d. UTM: N/A

e. Other Locational Data (APN #): The subject property is located on the east side of the block, between Wentworth Drive on the north and Packard Street on the south, APN. 5087-002-020

***P3a. Description:** The subject property consists of a masonry and wood-frame two-story, rectangular shaped building, occupying 5,940 square feet. The building was constructed in 1950 as a Masonic Hall on the second-story and offices on the first-story (Los Angeles County Tax Assessor; Sanborn Fire Insurance Map 1927-Updated August 1950, Volume 23, Sheet 2373). Architectural characteristics of the building include its partial semi-domed and flat roof (the dome is at the rear of the building), a rusticated concrete front or west elevation façade, a slight parapet to the west elevation roofline along with a slightly offset central façade outlined by linear formed concrete edging (forming a rectangle) flanked by two friezes on the second-story both having large Masonic symbols, and large rooftop mounted advertising billboards. The building's fenestration on the west elevation includes three symmetrically placed windows (now covered over on the front façade), and three similar windows below the modest linear veranda that divides the second from the first-story. The lower windows, like the second-story windows, are divided into nine lights. To the right of the three centrally located windows, as one faces the building from S. La Cienega Boulevard, is a double door with a divided light entrance, and to the left of the windows, another set of large double doors with lights. To the left of these doors, which frame the main entrance into the Masonic Hall, is a contemporary anodized divided-light aluminum corner window addition. The right side of the building is characterized by a rusticated concrete wall broken only by a grouping of nine windows, apparently added in recent years. The left side of the building features rusticated concrete siding, a series of louvered metal vents, followed on the second-story by three original divided light windows, two of which are covered, and eight windows on the first-floor, all of which have security bars, along with a single door entrance. The rear of the building features a monolithic concrete wall, with a contemporary steel staircase leading to a second-story entrance, and three window piercings covered by security bars. Electrical boxes have been placed near the end of the wall line. Behind and to the left side of the building are paved parking spaces. In front of the building are a period-style lamp post and one street tree. The building is bordered by two more contemporary buildings, one of which is an apartment.

***P3b. Resource Attributes:** HP-6 two-story commercial building; HP13 social hall.

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District

P5b. Description of Photo: Looking at the west façade of the building from across S. La Cienega Boulevard.

***P6. Date Constructed/Age and Sources:** ■ Historic 1950. Sanborn Fire Insurance Map, Los Angeles, CA, 1927-Updated August 1950, Volume 23, Sheet 2373; Los Angeles County Tax Assessor records.

***P7. Owner and Address:** Ionic Building Association, 1122 S. La Cienega Boulevard, Los Angeles, CA 90035

***P8. Recorded by:** Dana E. Supernowicz, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.

***P9. Date Recorded:** March 2007

***P10. Type of Survey:** ■ Architectural

***P11. Report Citation:** Cultural Resources Study of the Ionic Building Project, Royal Street Communications Site No. LA-0378B, 1122 S. La Cienega Boulevard, Los Angeles, Los Angeles County, California 90035. Submitted to EarthTouch, Inc., 3135 North Fairfield Road, Layton, Utah 84041. Submitted by Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762. March 2007.

***Attachments:** Building, Structure, and Object Record; Project Location Map; Photograph Record.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #:
HRI#:

Page 2 **of** 3 ***Resource Name or #:** (Assigned by recorder) Ionic Composite Masonic Center **NRHP Status Code:** 6Y2

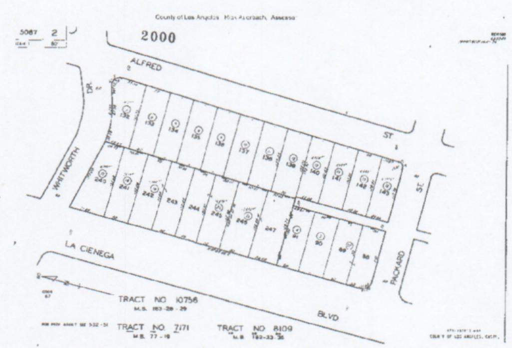
B1. Historic Name: Ionic Composite Masonic Lodge No. 520
B2. Common Name: Ionic Composite Masonic Center **City:** Los Angeles **County:** Los Angeles
B3. Original Use: Social-Fraternal Hall/Offices **B4. Present Use:** Same
***B5. Architectural Style:** Modernist
***B6. Construction History:** According to Los Angeles City Tax Assessors records and Sanborn Fire Insurance Maps, the Ionic Masonic Center Building was constructed in 1950. Other than an alteration to the front left façade and adding windows to the right side of the building, the exterior appears to be relatively the same as when it was constructed.
***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**
***B8. Related Features:** The building is located in a neighborhood with relatively good continuity of architecture, including commercial and residential buildings that date from the late 1920s through the 1950s. Many of the nearby residences appear to be revivalist architectural styles, including French, English, and Spanish.
B9a. Architect: unknown **B9b. Builder:** unknown
***B10. Significance: Theme:** Social-Fraternal Organizations/Modernist Architecture **Area:** Los Angeles
Period of Significance: 1950 **Property Type:** social hall **Applicable Criteria:** A, B & C

The historic context for the subject property is rooted in the role that the Ionic Masonic Center Building played in the social-cultural development of the Mason movement in Los Angeles, as well as the example of Modernist architecture it represents. In the Middle Ages, the terms "mason" and "freemason" were used interchangeably to identify the stonemasons who built castles and cathedrals in England and Scotland. Because of the inherent danger of their work, many stonemasons formed local organizations, called lodges, to take care of sick and injured members as well as the widows and orphans. The masons also used lodges as places to meet, receive their pay, plan their work, train new apprentices, and socialize. In 1717, the first Grand Lodge was established in London. Within the next two decades, English Freemasonry spread throughout Europe and eventually made its way to the American colonies. The first lodge organized on American soil appeared in Philadelphia, Pennsylvania around 1730. By 1733 a Provincial Grand Lodge was organized in Boston, Massachusetts. George Washington, Benjamin Franklin, John Hancock, and other founding fathers were among the first Masons in America (Masons of California Web Site 2007).

During the Gold Rush of 1849, thousands of settlers came to California in search of fortune. Those who were Masons brought their rich traditions with them, soon establishing some of California's first Masonic Lodges in the mining towns of the Gold Country. In 1850, the same year that California became a state, the Grand Lodge of California was established in Sacramento. Today, the Grand Lodge of California boasts more than 75,000 members and 350 lodges located throughout the state, making it one of the largest Grand Lodges in the world. There were dozens of Masonic Lodges built in the greater Los Angeles region from the late nineteenth century through the mid-twentieth century. Masonic lodges were divided into districts within the state. The Ionic Composite Lodge No. 520 lies in the 366th Masonic District, which also includes the Forshay Lodge No. 467 in Culver City, the Beverly Hills Lodge No. 528, and the Southern California Lodge No. 529. The Ionic Composite Lodge No. 520 was established in 1921 (Ionic Composite Lodge No. 520 Web Site 2007; Masons of California Web Site 2007).

B11. Additional Resource Attributes: none
B12. References: Gebhard, David and Robert Winter. *A Guide to Architecture in Los Angeles & Southern California*. Santa Barbara: Peregrine Smith, Inc. 1977; Masons of California Web Site. "History." www.freemason.org/about_history.php. Accessed March 2007; Sanborn Fire Insurance Map, Los Angeles, CA, 1927-Updated August 1950, Volume 23, Sheet 2373; Ionic Composite Lodge No. 520 Web Site. www.calodges.org/no520. Accessed March 2007; Neumann, Dietrich. *Richard Neutra's Windshield House*. New Haven: Yale University Press. 2001.
B13. Remarks:
B14. Evaluator: Dana E. Supernowicz, Historic Resource Associates, 2001 Sheffield Dr., El Dorado Hills, CA 95762.
Date of Evaluation: March 2007

Assessors Parcel Map 5087-002-020



(This space reserved for official comments.)

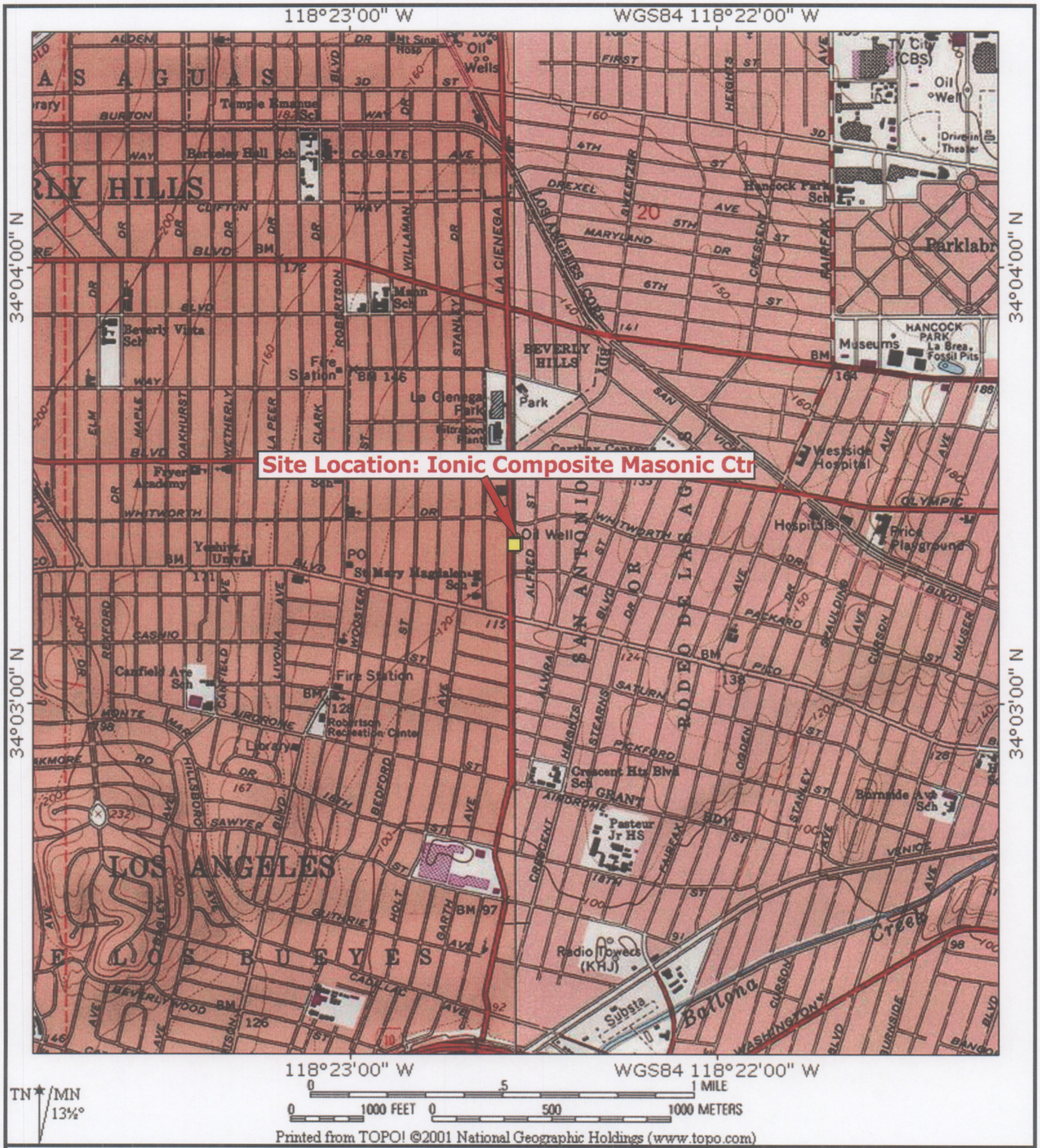
***B10. Significance: (Continued)**

As noted earlier, the property's symmetrical façade, use of rusticated concrete for its exterior walls, general lack of ornamentation, large divided light windows, flat parapet roof, and overall massing is indicative of the Modernist Movement in architecture. Characteristics of the Modern style are flat roofs, glass walls, flowing interior spaces, built-ins, overall simplicity of furnishing, and integration of the outdoors with the indoors. The Modernist Movement in Los Angeles was inspired by architects, such as Richard Neutra and Rudolph Schindler.

Originally from Vienna, Austria, Richard Neutra worked for Erich Mendelsohn before settling in California in 1925, after an idyllic year working for Frank Lloyd Wright in Wisconsin. Neutra had a keen appreciation for the relationship between people and nature; his trademark plate glass walls, ribbon windows, minimal detailing, deep overhangs, and orthogonal geometry have the effect of intermingling with nature. Designing in the Modern International style, Neutra completed nearly 300 private homes, schools, and public buildings in Southern California (Neumann 2001). Rudolph Schindler, another contemporary and colleague of Neutra is credited with further introducing Modern design to the region. While architects Richard Neutra and Rudolph Schindler are responsible for some of the most important Modernist architectural designs of the early to mid-twentieth century in Los Angeles, the Ionic Building lacks the creativity and workmanship displayed in many of the city's Modernist commercial properties. But, the building does appear to reflect the overall form and massing of other Masonic Lodges throughout California built during the first five decades of the twentieth century, most of which were two-story and had retail or office space on the first floor.

The Ionic Composite Masonic Lodge No. 520 has undergone several modifications that diminish its workmanship, design, and feeling. These modifications include enclosure of the second-floor windows (windows are still intact), addition of contemporary divided light windows (corner bay style window on the main left elevation), and window addition to the right side elevation. Therefore, the building does not appear to be individually eligible for the National Register of Historic Places (NRHP) under Criterion C, for its architecture. Nor does the building appear to be individually eligible for the NRHP under Criterion A, for its association with an event or events of significance in the history of Los Angeles, or under Criterion B, for its association with a person or persons of significance in the history of Los Angeles. Furthermore, the property does not appear to be a contributing property to the nearby South Carthay District, which is comprised largely of Revivalist style single-family residential houses dating from the 1920s through 1940. Commercial buildings fronting S. La Cienega Boulevard near the Ionic Building either lack integrity or are more recent infill.

19-188021



earthTouch inc
www.earthtouchinc.com

EarthTouch, Inc.
3135 North Fairfield Road
Layton, Utah 84041
Tel: 801.771.2800
Fax: 801.771.2838

Topographic Map
(Site Location)

Ionic Composite Masonic Center
1122 S La Cienega
Los Angeles City and County, CA 90035
T1S R14W Section 29

Project: LA-0378B-RS / Ionic La Cienega

Source: USGS 7.5-minute quadrangle Beverly Hills/Hollywood, CA

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: ______
HRI # ______
Trinomial ______
NRHP Status Code: ______
Other Listings ______
Review Code ____ Reviewer ______ Date ______

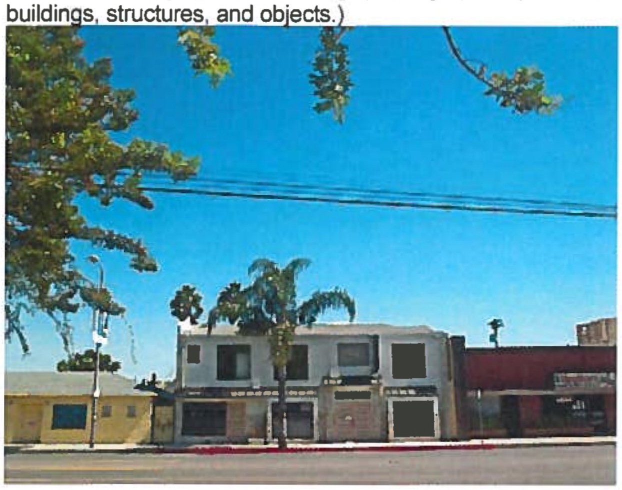
 ***Resource Name or #:** (Assigned by recorder) Newton Building

P1. Other Identifier: APN 4303-006-005/Tract 7965, Lot 6, Block 4
***P2. Location:** ☐ Not for Publication ☒ Unrestricted ***a. County:** Los Angeles
b. USGS 7.5' Quadrangle: Beverly Hills, California
c. Address: 1830 S. Robertson Blvd. **City:** Los Angeles **Zip:** 90035
d. UTM: N/A
e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate): The subject property, a two-story commercial building, is situated on the east side of S. Robertson Boulevard, perpendicular to the terminus of S. Robertson Boulevard and Cresta Drive. APN 4303-006-005.

***P3a. Description:** Constructed in 1942 with numerous additions, the eclectic two-story, wood-frame masonry building fronts S. Robertson Boulevard among a row of other single and two-story multi-use commercial buildings. The subject property is characterized by a combination shed and flat roof; parapet roof on its north elevation; asymmetric fenestration; stucco exterior wall cladding; contemporary fixed anodized aluminum windows; two bay windows; and a mortared fieldstone dressing or skirt on the ground floor and along opposite sides of the front facade, terminating just below the eaves of the roof. The rectangular-shaped commercial building is sited between a remodeled single-story wood-frame residence on its north and a remodeled single-story, false-front commercial building on its south. Other character defining features of the primary or west facade of the structure include a single and pair of louvered style entry doors facing S. Robertson Boulevard, and contemporary metal lap roofing atop each bay window that replaced a Spanish clay tile roof. The north elevation features a stucco wall surface, vents below the eaves of the roof, several small rectangular windows, and a large, contemporary, fixed 18-light window. The rear of the building is characterized by a stucco wall surface, a second-story steel balcony with three entry doors and two contemporary fixed anodized aluminum windows, a second-story projection with three original double-hung wood windows on the right or north side of the building. At least part of the building is occupied by the CDI School of Nursing. Other features of the parcel include a below-grade parking area in the rear and a terraced yard featuring a lattice fence.

***P3b. Resource Attributes:** HP7, 2-story commercial building.
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: Looking east at the subject property from S. Robertson Boulevard.
***P6. Date Constructed/Age and Sources:** ■ Historic
Constructed 1942, with additions and improvements in 1944, 1954, and 2012. Los Angeles County Assessor and Tax Collectors Office.
***P7. Owner and Address:** Janis Newton, 3017 Queensbury Drive, Los Angeles, CA 90064.
***P8. Recorded by:** Dana E. Supernowicz, Architectural Historian, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.
***P9. Date Recorded:** December 2012
***P10. Type of Survey:** ■ Architectural
***P11. Report Citation:** Architectural Evaluation Study of the Newton Building Project, MetroPCS California, LLC Site No. MLAX04158, 1830 S. Robertson Boulevard, Los Angeles, Los Angeles County, California 90035. Prepared for EarthTouch, Inc., 3135 North Fairfield Road, Layton, Utah 84041. Prepared by Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, California 95762. December 2012.

***Attachments:** Building, Structure, and Object Record; Project Location Map; Photograph Record

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #:
HRI#:

 ***Resource Name or #:** (Assigned by recorder) Newton Building **NRHP Status Code:** 6Y

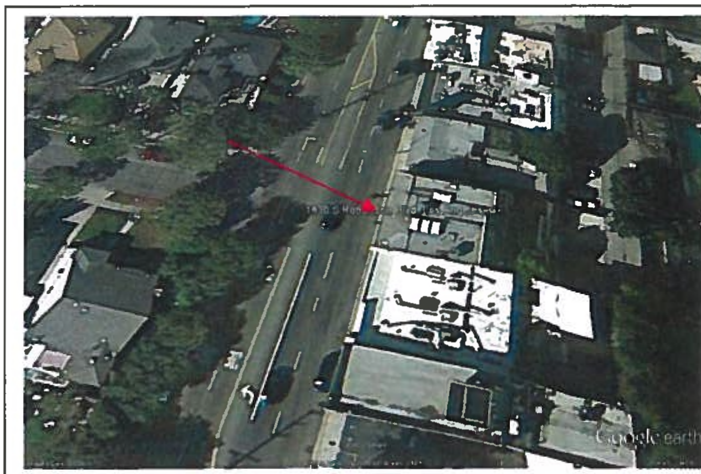
B1. Historic Name: Undetermined
B2. Common Name: CDI School of Nursing
B3. Original Use: Apartments/Commercial **B4. Present Use:** Retail/Commercial
***B5. Architectural Style:** Eclectic/Modern (formerly Mediterranean)
***B6. Construction History:** The subject property was reportedly constructed in 1942, with improvements in 1944. In 1954 a 1,411 square foot addition was made to the building, and within the last year the entire front facade has been remodeled, which included removing the original Spanish clay tile roofs over the two bays and replacing the original roof with metal lap roofing, replacing the front entry doors, and painting the building. All the windows and doors on the front facade were replaced in the past 10 years.
***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**
***B8. Related Features:** Commercial buildings and residential houses that date from the 1930s through the 1960s.
B9a. Architect: Undetermined **B9b. Builder:** Undetermined
***B10. Significance: Theme:** Modern Commercial Architecture **Area:** Los Angeles/Baldwin Hills
Period of Significance: 1942-1954 **Property Type:** Commercial/Retail building **Applicable Criteria:** A, B & C

The historic context for the subject property lies in the development of housing and commercial buildings along S. Robertson Boulevard, north of the I-10 Freeway and east of Cheviot Hills, in a region of Los Angeles known as the Baldwin Hills. South Robertson Boulevard slices through a section of Los Angeles and Baldwin Hills that witnessed mix-use development beginning in the 1920s and 1930s that included modest eclectic residential houses intermixed with apartments and low-rise wood-frame, stucco, and brick commercial buildings (refer to BSO, Page 3 of 4).

B11. Additional Resource Attributes: none
B12. References: Gebhard, David et al. *A Guide to Architecture in Los Angeles & Southern California.* Santa Barbara: Peregrin Press, 1977; Herr, Jeffrey. *Landmark L.A.: Historic-Cultural Monuments of Los Angeles.* Angel City Press, 2002; Fogelson, Robert M. *The Fragmented Metropolis: Los Angeles, 1850-1930.* Berkeley: University of California Press. 1993; Sanborn Fire Insurance Maps. Los Angeles, California. Volume 23, Sheet 2381 and Volume 23A, Sheet 2397A. 1927-1950.
B13. Remarks:
B14. Evaluator: Dana E. Supernowicz, Historic Resource Associates, 2001 Sheffield Dr., El Dorado Hills, CA 95762.
Date of Evaluation: December 2012

(This space reserved for official comments.)

AERIAL PHOTOGRAPH 2012



***B10. Significance: (Continued):**

The Baldwin Hills area of Los Angeles contains the Palms District, laid out in 1886, and Culver City, platted in 1913. Palms, which was laid out midway between the beach cities and Los Angeles, was planned as a grain shipping center, and until the 1900s, agriculture was the primary use made of the land. At the beginning of the 1920s, a number of the motion picture studios moved into the Culver City area. Light industry was scattered throughout the area, and extensive commercial strip development occurred along a number of major east/west streets, especially along Olympic, Pico, Venice, Washington and Jefferson Boulevards. The Baldwin Hills area pioneered shopping centers and department stores, such as the Sears store on Pico and the Broadway-Crenshaw on Santa Barbara. In 1924, a 130-acre residential development named Monte Mar Vista, located south of Rancho Park and north of the Santa Monica Freeway, was laid out by Cook, Hill & Cornell (Gebhard and Winter 1977:95).

Significance Statement

The subject property, a radically modified two-story commercial combination apartment and office building, was constructed in 1942 with significant modifications in 1944 and 1954. In the past year, the building has been remodeled with alterations to its front facade that included the removal of the original Spanish clay tile roof above the bay windows, one of the building's last and most prominent historic character defining features. The property was assessed using the NRHP Criteria for Evaluation, described as the quality of significance in American history, architecture, archaeology, and culture is possible in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association, and meet one of the following criteria:

> Criterion A: Are associated with events that have made a significant contribution to the broad patterns of our history; or
>
> Criterion B: Are associated with the lives of persons significant in our past; or
>
> Criterion C: Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components make lack individual distinction; or
>
> Criterion D: Has yielded, or may be likely to yield, information important in prehistory or history (36 CFR Part 60).

The historic context for the subject property lies in the expansion of multi-unit apartments in combination with commercial/retail space between 1940 and 1960, and the prevalence of 1940s era Mediterranean style architecture in the Los Angeles Basin, particularly within the neighborhoods associated with Baldwin Hills and S. Robertson Boulevard. Sanborn Fire Insurance Maps were accessed to aid in interpreting the historic development of S. Robertson Boulevard from the late 1920s through 1960 (Sanborn Fire Insurance Maps, Los Angeles, California, Volume 23, Sheet 2381 and Volume 23A, Sheet 2397A, 1927-1950). The three block area on S. Robertson Boulevard, between W. 18th Street and Hillsboro Avenue, where the subject building is located, was not illustrated on Sanborn Fire Insurance Maps, perhaps because it was largely undeveloped until World War II. In either case, much of S. Robertson Boulevard was undeveloped until the early 1950s and 1960s.

Based upon remaining historic fabric, the building appears to have originally been designed in the Mediterranean or Spanish Revival style of architecture common to most of Los Angeles from the 1920s through the 1940s. In regards to integrity, the subject property has undergone a substantial loss of its original historic fabric, including the replacement of all of the primary elevation or west facing windows with incompatible plate glass picture windows; blown-on stucco surfacing to the exterior of the entire building; the addition of incompatible fieldstone trim around doors and windows on the building's west elevation; replacement of old entry doors with incompatible louvered doors; and the replacement of the original Spanish clay tiles with contemporary metal lap roofing (refer to BSO, Page 4 of 4).

19-190145

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #:
HRI#:

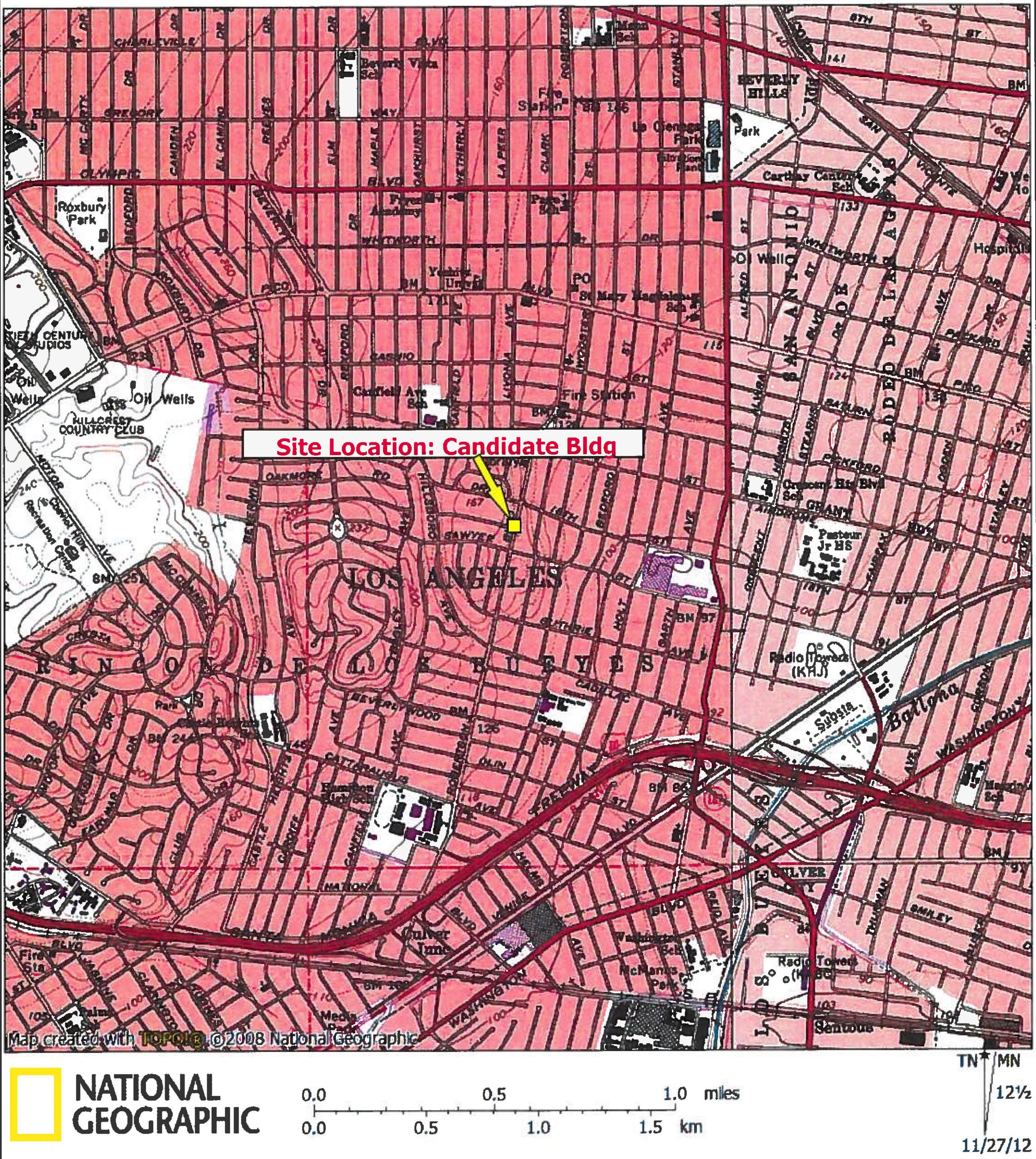
 ***Resource Name or #:** (Assigned by recorder) Newton Building **NRHP Status Code:** 6Y

***B10. Significance: (Continued):**

In conclusion, under NRHP Criterion A, the subject property does not appear to be associated with an event or events of significance in the history of Los Angeles or Baldwin Hills, and under NRHP Criterion B, the property does not appear to be associated with a person or persons of significance in the history of Los Angeles or Baldwin Hills. Under Criterion C, the building has greatly diminished integrity of design, materials, workmanship, association, and feeling. Integrity of location and setting remain largely intact. Because of the building's diminished integrity, it no longer reflects its original "Mediterranean" design or workmanship, and therefore the property does not appear to be individually eligible under Criterion C, for its architecture. NRHP Criterion D is not applicable to this property, and the property would not qualify as a contributing element to a potential NRHP historic district, if one were to be proposed for this block of S. Robertson Boulevard.

Newton Building, before remodeling in 2012.

19-190145



EarthTouch, Inc. 3135 North Fairfield Road Layton, Utah 84041 Tel: 801.771.2800 Fax: 801.771.2838	**Topographic Map (Site Location)** **Newton Bldg** **1830 S Robertson Blvd** **Los Angeles City and Co., CA 90035** **T1S R14W Section 31**	Figure: TOPO/APE Map Append: FCC Form 621 Project: MLAX04158A-MPCS / Newton Bldg Source: USGS 7.5-minute quadrangle Beverly Hills, CA

19-190565

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** **PRIMARY RECORD**		**Primary #** **HRI #** **Trinomial** **NRHP Status Code**
	Other Listings **Review Code**	**Reviewer** **Date**

 ***Resource Name or #:** 1514-1516 South Bedford Street

P1. Other Identifier:
***P2. Location:** ☐ **Not for Publication** ☐ **Unrestricted** ***a. County:** Los Angeles
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** Beverly Hills, CA **Date:** 1995 **T** 1 S ; **R** 4 W ; **¼ of** **¼ of Sec** **;** M.D. **B.M.**
c. Address: 1514-1516 South Bedford Street City: Los Angeles Zip: 90035
d. UTM: Zone: 10 ; mE/ mN (G.P.S.)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:
APN# 4303-012-014

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Located at 1514-1516, the subject property is a multi-family residential building located in the Pico-Robertson neighborhood of Los Angeles. The two-story frame and stucco duplex is irregular in plan and houses a single residential unit on each floor. It features an intersecting, front and side-gabled roof with red clay tiles at the front (west) portion of the building, and a flat roof sheathed in asphalt roll at the rear (east). Characteristic of its Monterey-style design, there is a balcony on the second floor that is accentuated with squared wood posts and a short balustrade, and that sits atop a small arcade with arched openings on the ground floor. A staircase leads to the balcony and upper-floor residential unit, and partially encloses the ground-floor arcade to create a patio for the lower unit, which is accessed from the base of the staircase or a gated opening to the south. Fenestration includes an arched window opening on the façade, one-over-one vinyl replacement windows, and non-original wood and glass doors. Located at the rear (east) of the property is a single-story, frame and stucco detached garage that is accessed by a driveway running along the north side of the building. Although the building remains in good condition, the replacement windows and doors have affected the integrity of the building's materials and workmanship. It is located on a level parcel in a neighborhood characterized by single- and multi-family residences dating from the 1920s through the 1990s.

***P3b. Resource Attributes:** (List attributes and codes) HP3. Multiple family property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) View southeast, 07/05/2013, Photograph 6744.jpg

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1930 (Los Angeles Building Permit LA27906)

***P7. Owner and Address:**
The 4Corners Group, LLC.
556 N Diamond Bar Blvd, Ste 212
Diamond Bar, CA 91765

***P8. Recorded by:** (Name, affiliation, and address)
Steven Treffers
SWCA Environmental Consultants
150 S Arroyo Pkwy, 2nd Flr
Pasadena, CA 91105

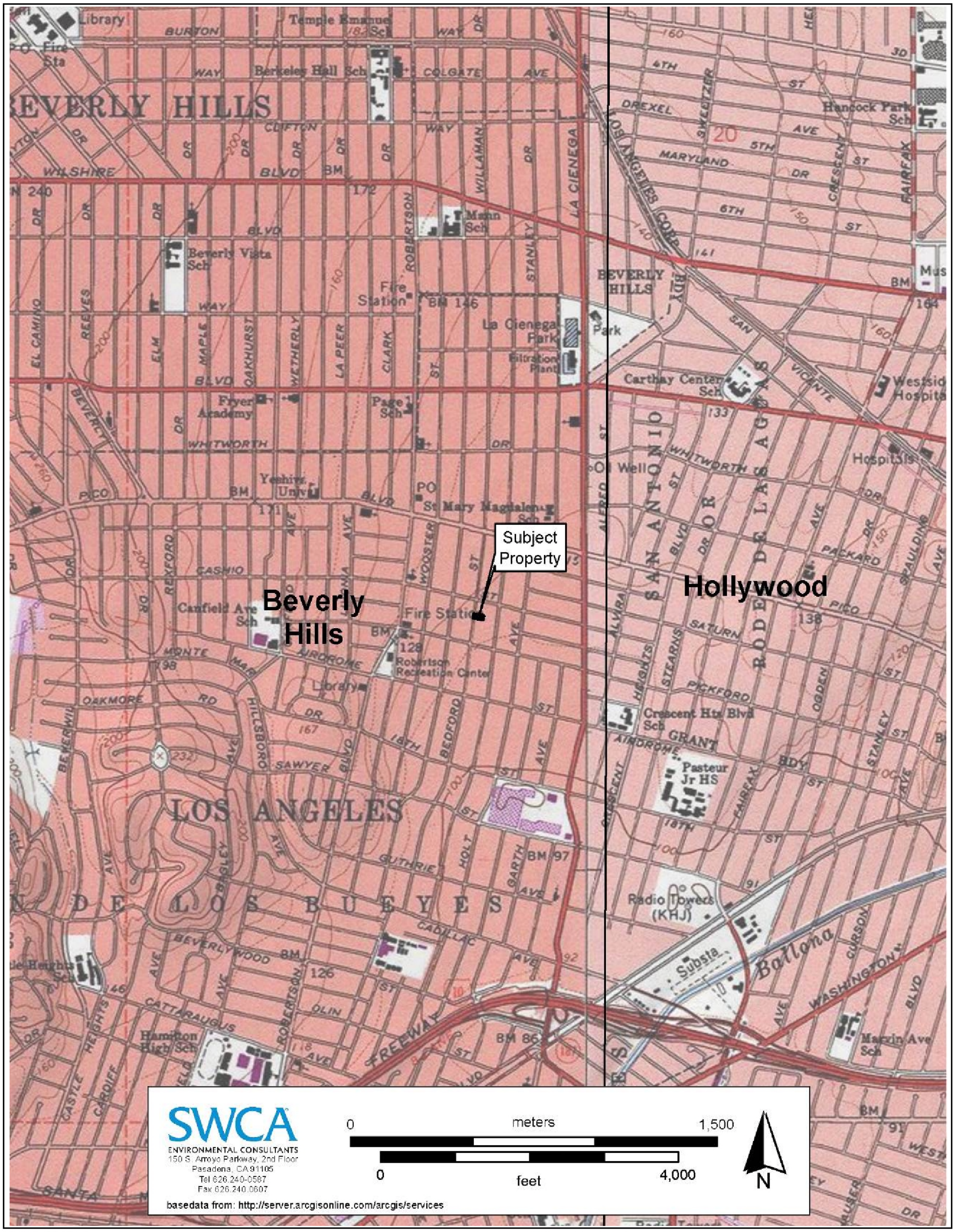
***P9. Date Recorded:** 07/05/2013
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Historical Evaluation for 1514 Bedford Street, City and County of Los Angeles, California (SWCA Environmental Consultants 2013).
***Attachments:** ☐NONE ☒Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI#
LOCATION MAP	Trinomial

Page 2 **of** 3 ***Resource Name or #:** 1514-1516 South Bedford Street

***Map Name:** Beverly Hills/Hollywood, California ***Scale:** 1:24,000 ***Date of Map:** 1995



19-190565

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1514-1516 South Bedford Street

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Residential
B4. Present Use: Residential
***B5. Architectural Style:** Monterey
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Residence and detached garage built in 1930 (Los Angeles Building Permit [LABP] LA27906); roofing repair in 1936 (LABP LA18939); exterior staircase repair in 1954 (LABP LA78993); staircase rebuilt in 1965 (LABP LA85613); asphalt re-roofing in 1999 (LABP 99016-10000-02717).

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
Detached garage.

B9a. Architect: Ericson (no first name listed)
b. Builder: Acme Construction Company
***B10. Significance: Theme:** Residential Development
Area: Los Angeles
Period of Significance: 1930 **Property Type:** Multi-Family Residential **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Constructed in 1930 for David Ostro at a cost of $6,500.00, the residential property at 1514-1516 South Bedford Street was designed by an architect named Ericson (first name not listed) and built by the Acme Construction Company of Los Angeles (City of Los Angeles Building Permits [LABP] n.d., LA27906). Ostro lived in the house until at least 1940 and continued to own the property until at least 1954 (Ancestry.com 2012; LABP LA78993). Building permits indicate that the subject property was owned by William Sarott from at least 1965 through 1999.

In considering the property's historical significance, although the building retains many of its original character-defining features, it was one of many multi-family residential buildings constructed in Los Angeles as residential development expanded outward from the downtown area in the 1920s and 1930s (Gish 2007). It does not appear eligible for the NRHP or CRHR for individual significance or as a contributor to a historic district. The building is not directly associated with and important historic events or trends (Criteria A/1) or associated with any persons important to national, state, or local history (Criteria B/2). Although the residence does retain its integrity, it is a typical example of Monterey-style architecture in Los Angeles; it is not a remarkable example of the style and is not the work of a known master (Criteria C/3). There is no evidence to suggest the property would yield any information important to history (Criteria D/4). In addition, the property does not appear eligible for local designation as a City of Los Angeles HCM or contributor to an HPOZ.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Ancestry.com. 1940 United States Federal Census (database on-line). Provo, UT, USA: Ancestry.com Operations, Inc., 2012.
City of Los Angeles Building Permits (LABP), Various. On file City of Los Angeles Department of Building and Planning.
Gish, Todd. "Building Los Angeles: Urban Housing in the Suburban Metropolis, 1900-1936." Ph.D. Dissertation, University of Southern California, 2007.

B13. Remarks:
***B14. Evaluator:** Steven Treffers
***Date of Evaluation:** July 8, 2013

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

*Required information

19-190969

State of California
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #____________
HRI # N/A
Trinomial____________
NRHP Status Code 3S
Other Listings ____________
Review Code______Reviewer______Date______

***Page** 1 of 9 ***Resource Name or #:** Verizon Empyrean

***P1. Other Identifier**: Hillcrest Country Club

***P2: Location**: Not for publication Unrestricted X **a. County:** Los Angeles
And (P2b and P2c or P2d. Attach a location map as necessary.)

***b. USGS Quad** Beverly Hills ***Date:** 1975 T; R; ¼ of ¼ of Sec. ______ B.M.__________

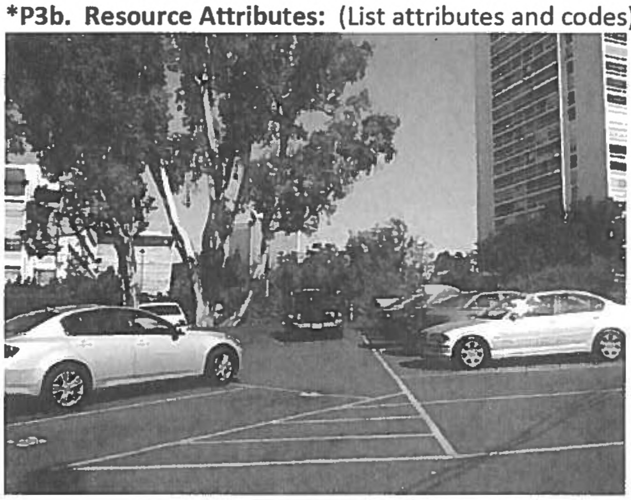
c. Address: 10000 West Pico Boulevard **City:** Los Angeles **Zip:** 90064

d. UTM: (Give more than one large or linear resources) Zone: Me/ mN

e. Other Locational Data (e.g. parcel #, directions to resource, elevation, etc. as appropriate);
APN: 4309-019-01

***P3a. Description** (Describe resource and its major elements, include design, materials, condition, alterations, size, setting and boundaries):
The candidate location is sited in the parking lot of the 142-acre, 18-hole, Hillcrest Country Club in a highly developed urban area of the city of Los Angeles. The parking lot is paved with asphalt, and is surrounded by large, mature trees. The country club includes a large clubhouse, tennis courts, water features, and highly manicured golf course. The golf course contains large mature trees, lush landscaping and is slightly hilly with a mixed terrain. The property is in good condition but has been upgraded over the decades.

***P3b. Resource Attributes:** (List attributes and codes) HP 39: Other/Country Club



P4. Resources Present: **Building** X Structure Object Site District Element of District

P5b. Description of Photo: (View, date Accessions #) View E//10/01/2014

***P6. Date Constructed/Age and Source** **Historic** X Prehistoric Both c.1920 County Assessor's Records *

P7. Address: Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA

***P8: Recorded by**: (Name, Affiliation, Address) K.A. Crawford, Crawford Historic Services, P.O. Box 634, La Mesa, CA

***P9. Date Recorded**: 10/01/2014

***P10. Type of Survey:** (Describe) Intensive ***P11: Report Citation** (Cite Survey Report and other sources, or enter "None".) None ***Attachments:** None Location Map Sketch Map **Continuation Sheet** X **Building, Structure and Object Record** X Archaeological Record District Record Liner Resource Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

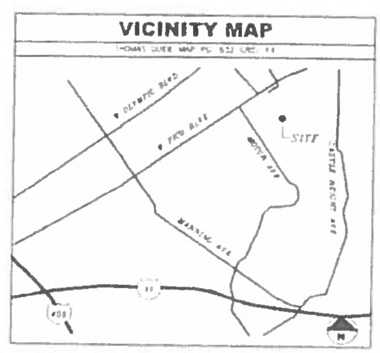
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
RESIDENCE, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#
***NRHP Status Code** 3S

***Page** 2 of 9 ***Resource Name or # (Assigned by Recorder)**: Verizon Empyean

B1. Historic Name: Shrine Country Club
B2: Common Name: Hillcrest Coountry Club
B3. Original Use: Commercial/Country Club
B4: Present Use: Commercial/Country Club
***B5: Architectural Style**: Modern
***B6: Construction History**: (Construction Date, alterations and dates of alterations)
The subject property was constructed in approximately 1920. The property has been altered in 1947, 11948, 1951, 1955, and 1959; the golf course, buildings, tennis courts, and landscaping have all undergone general tenant improvements over the last ninety years.
***B7. Moved?** X **No** Yes Unknown Date: Original Location
***B8. Related Features**: Parking Lots, golf course, tennis courts, clubhouse Los Angeles
B9a. Architect: Unknown **b. Builder:** Willie Watson
***B10. Significance:** Development of /Modern Architecture **Area:** Cheviot Hills, Los Angeeles **Period of Significance:** 1920-Present **Property Type:** Commercial **Applicable Criteria:** A and B
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The Hillcrest Country Club was founded in 1920 as a club for the members of the Los Angeles Jewish community. The club was located across from Fox Studios and its members included the top movie moguls and stars of the era. In these early decades, Jews were not allowed into the other country clubs so the club was formed a s a meeting place and social center, a place to do deals, and enjoy a little recreation. The club was the site of the PGA Championship, in 1929, a major coup for the club. Additional championship events were held at the club in the 1930s and 1940s. Famous members included Groucho Marx, San Goldwyin, Louis B. Mayer the Warner Brothers, Milton Berle, Jack Benny, George Burns, George Jessel, Al Jolson, Eddie Canotr and the Ritz brothers. The *Los Angeles Times* commented in 1983 that: "leading Jewish country club in Southern California. " Author Frank Rose described the club's prestige as follows: "Hillcrest Country Club is as invisible as 142 acres on the south side of Beverly Hills can be. No sign, just a number on the south stone entrance gates. 10000 Pico Boulevard...Ever since the Depression, this had been the preserve of Hollywood's elite. All the great moguls had belonged to Hillcrest - Louis B. Mayer and the Warner brothers and Harry Cohn of Columbia and Adolph Zukor of Paramount."
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References**: McAlester and McAlester, *A Guide to American Houses*, 1991; Historicaerials.com; County of Los AngelesAssessor's Records; City of Los Angeles Building Department Records; Hillcrest Country Club.com.
B13. Remarks: None
***B14: Evaluators**: K.A. Crawford
***Date of Evaluation**: 10/01/2014

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

(Continued from page 2)

Integrity Statement

In regard to the seven aspects of integrity – location, design, setting, materials, workmanship, feeling and association – the c.1920 Hillcrest Country Club property has retained its original location. The setting, feeling, and association have not remained intact as the urban area surrounding the property has changed. The design, materials and workmanship have not been maintained as the property has undergone a range of alterations and general tenant maintenance improvements over the decades. The integrity level is fair and the condition of the overall property is good.

National Register of Historic Places Eligibility Evaluation

The property was assessed under National Register of Historic Places **Criterion A** for its potential significance as part of any historic trends or events that may have made a significant contribution to the broad patterns of our history. The Hillcrest Country Club was constructed as part of the development of Los Angeles and as a part of the development of the movie industry in the 1920s. As the only Jewish country club, the club was the site of important social and business events for the Jewish business/movie community. As part of the development of the Jewish community and the development of the movie industry, the property represents the social and business development of the Jewish community of the 1920s. **Therefore, the property does appear to meet the criteria for significance under Criterion A: Event.**

The property was assessed under National Register of Historic Places **Criterion B** for its potential significance and association with a person of importance in national history. The important members of the Jewish community and the movie and entertainment industries were prominent in the development of the Hillcrest Country Club. These men, such as Miltron Berle, Jack Benny, Adolph Zukor, Harry Cohn, the Warner brothers, Sam Goldwyn and others shaped the movie and entertainment industry for many decades. **Therefore, the property does appear to meet the criteria for significance under Criterion B: Person.**

The property was assessed under National Register of Historic Places **Criterion C** for its potential significance as a property which embodies the distinctive characteristics of a type, period, method of construction or style of Modern architecture, represents the work of a master architect, builder or craftsman, possesses high artistic values, or represents a significant or distinguishable entity whose components lack individual distinction. The buildings on the club property have been altered and upgraded multiple times over the decades and have not maintained their integrity. The club's style does not rise to a level of significance to qualify for the National Register of Historic Places.. **Therefore, the property does not appear to meet the criteria for significance under Criterion C: Architecture as a good example of Modern style architecture.**

The property was assessed under National Register of Historic Places **Criterion D** for its potential significance and its ability to convey information. The property does not yield, or may not be likely to yield, information important in prehistory or history. In order for buildings, structures, or objects to be significant under Criterion D, they need to "be, or must have been, the principal source of information." This is not the case with this property. **Therefore, the property does not appear to meet the criteria for significance under Criterion D: Information Potential.**

In summary, the property does appear to qualify for the National Register of Historic Places under Criterion A: Event as an example of the development of the Los Angeles movie industry and the Jewish community in Los Angeles; and under Criterion B: person for its association with prominent Jewish members of the film and entertainment industry. Therefore, the Hillcrest Country is considered to be an historic resource for the purposes of the NHPA. The property was not accessed for eligibility under the California Register or local Los Angeles Register eligibility.

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI# ______
Trinomial ______

 *Resource Name or # (Assigned by recorder) Verizon Empyrean
*Recorded by K.A. Crawford/Crawford Historic Services Date October 1, 2014
Continuation X Update

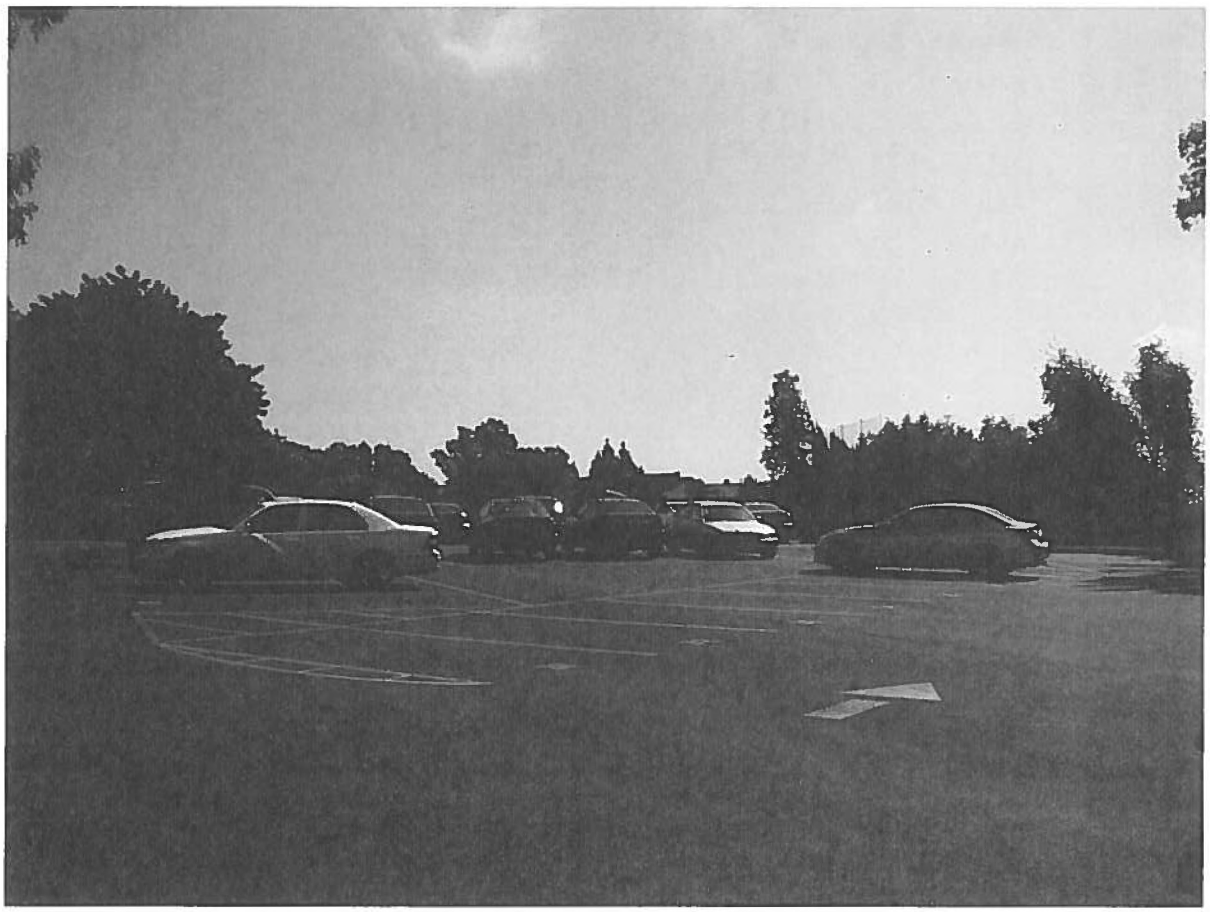
Verizon Empyrean
Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA
View North
October 1, 2014

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI# ______
Trinomial ______

Page 5 of 9 *Resource Name or # (Assigned by recorder) Verizon Empyrean
*Recorded by K.A. Crawford/Crawford Historic Services Date October 1, 2014
Continuation X Update

Verizon Empyrean
Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA
View East
October 1, 2014



19-190969

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______________________
HRI# ______________________
Trinomial ______________________

Page 6 of 9 *Resource Name or # (Assigned by recorder) Verizon Empyrean
*Recorded by K.A. Crawford/Crawford Historic Services Date October 1, 2014
Continuation X Update

Verizon Empyrean
Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA
View West
October 1, 2014

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI# ______
Trinomial ______

Page 7 of 9 *Resource Name or # (Assigned by recorder) Verizon Empyrean
*Recorded by K.A. Crawford/Crawford Historic Services Date October 1, 2014
Continuation X Update

Verizon Empyrean
Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA
View South
October 1, 2014

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI# ______
Trinomial ______

Page 8 of 9 *Resource Name or # (Assigned by recorder) Verizon Empyrean
*Recorded by K.A. Crawford/Crawford Historic Services Date October 1, 2014
Continuation X Update

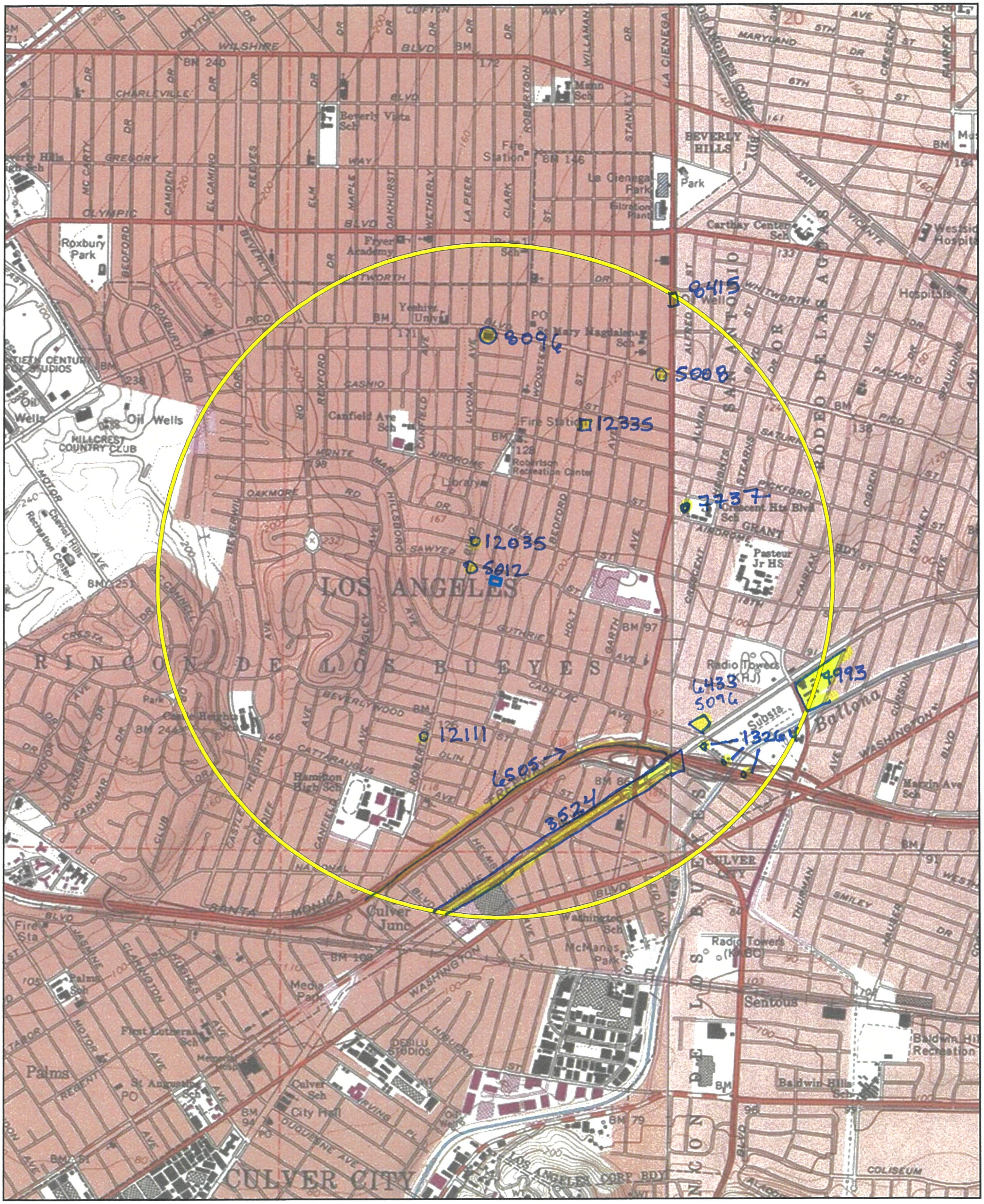
Verizon Empyrean
Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA
View of Hillcrest Country Club Main Clubhouse

State of California – The Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI# ______
Trinomial ______

Page 9 of 9 *Resource Name or # (Assigned by recorder) Verizon Empyrean
*Recorded by K.A. Crawford/Crawford Historic Services Date October 1, 2014
Continuation X Update

Verizon Empyrean
Hillcrest Country Club, 10000 West Pico Boulevard, Los Angeles, CA



Project
1 mile radius

Preuss Road Project
USGS *Beverly Hills* and *Hollywood* Quadrangles
(7.5-minute series)

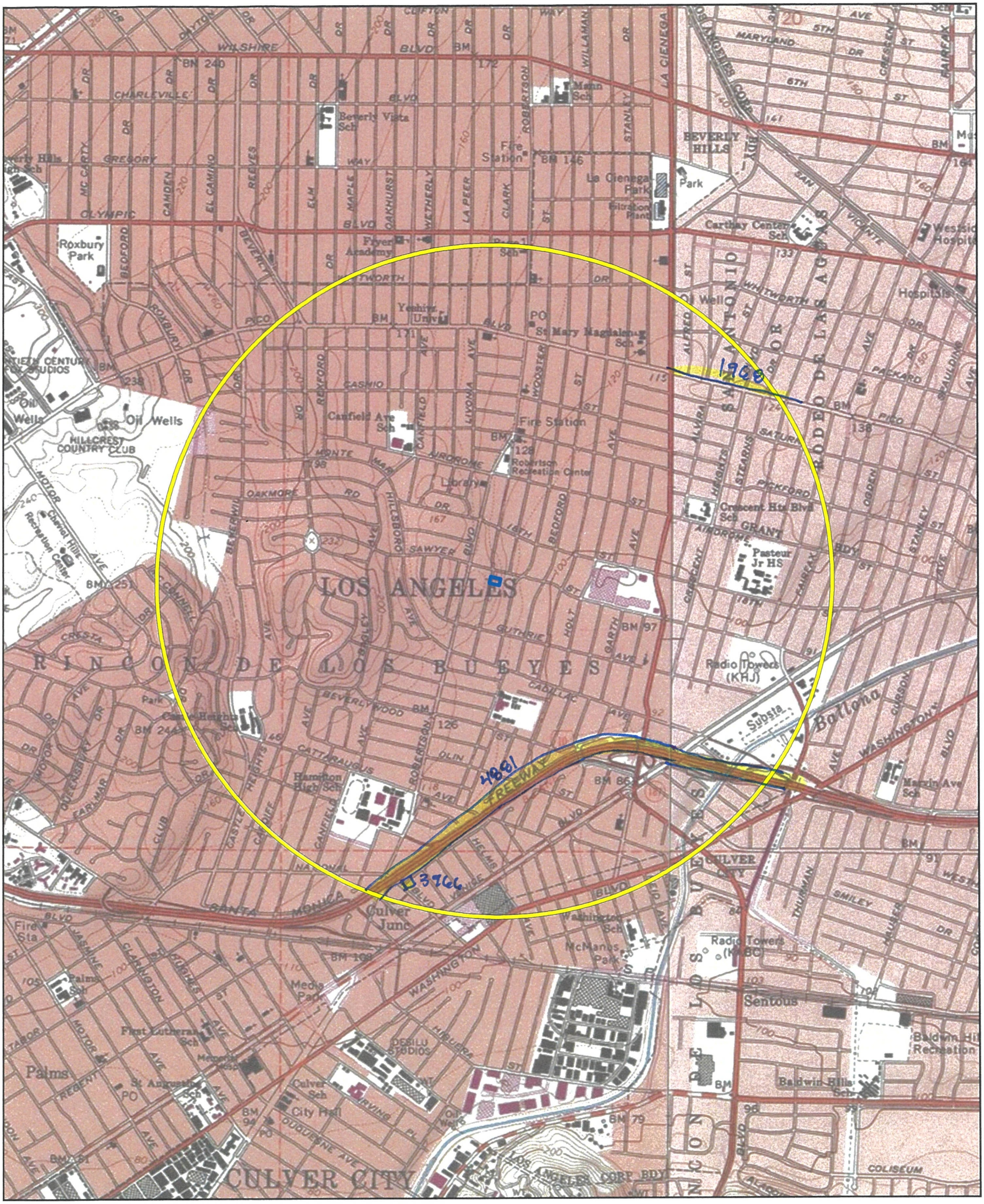
pg. 1 of 2

N

Report

1:24,000

ETS BFSA 1/21/2025



Project
1 mile radius

Preuss Road Project
USGS *Beverly Hills* and *Hollywood* Quadrangles
(7.5-minute series)

N

1:24,000

Pg. 2 of 2

ETS BFSA 1/21/2025

Report List

Preuss Road

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-01968	Paleo -	1989	Bissell, Ronald M.	Cultural Resources Literature Review of Metro Rail Red Line Western Extension Alternatives, Los, Angeles, Los Angeles County, California	RMW Paleo Associates, Inc.	19-000159, 19-001261
LA-03524		1965	Chartkoff, Joe and Kerry Chartkoff	UCAS-073 Venice Boulevard 7-LA-187, Los Angeles County	UCAS	
LA-03966		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility LA 024-04, 8951 National Boulevard, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-04881		2000	Smith, Philomene C.	Cold-Planning of 30 mm of Asphalt Concrete Pavement, Replacing It With Rubberized Asphalt Pavement in #1 Lane on Route 10	Caltrans District 7	
LA-05008		2000	Lapin, Philippe	Cultural Resource Assessment for Modifications to Pacific Bell Wireless Facility LA 281-04, County of Los Angeles, California	LSA Associates, Inc.	
LA-05012		1999	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 453-02, County of Los Angeles, California	LSA Associates, Inc.	
LA-05096		2000	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility LA 062-01, in the County of Los Angeles, California	LSA Associates, Inc.	
LA-06433		2001	Unknown	Nextel Communications CA-7833 A / cadillac 6007 West Venice Boulevard Los Angeles, California	Earthtouch, LLC	
LA-06505		2000	Smith, Philomene C.	Highway Project of Replacing the Existing Overhead Reflective Sign Panels In-kind With Reto-reflective Panels	Caltrans District 7	
LA-07737		2005	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for Cingular Wireless Candidate El-0074-01 (1648 La Cienega) 1648-1658 La Cienega Boulevard, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07993		2003	Wesson, Alex	Los Angeles Department of Water and Power (ladwp) Western District Yard Improvement Project Initial Study/mitigation Negative Declaration (is/mnd) Appendix A: Cultural Resources Technical Report	URS Corporation	19-187459

Report List

Preuss Road

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-08096		2003	Duke, Curt and Judith Marvin	Cultural Resources Assessment Cingular Wireless Facility No. La453-04 City and County of Los Angeles, California	LSA Associates, Inc.	19-187322
LA-08415		2007	Supernowicz, Dana E.	Cultural Resources Study of the Ionic Building Project, Royal Street Communications Site No. La0378b, 1122 S. La Cienaga Boulevard, Los Angeles, Los Angeles County, California 90035	Historic Resource Associates	19-150446, 19-188021
LA-12035		2012	Supernowicz, Dana E.	Architectural Evaluation Study of the Newton Building Project, MetroPCS California, LLC Site No. MLAX04158, 1830 S. Robertson Boulevard, Los Angeles, Los Angeles County, California 90035	EarthTouch	19-190145
LA-12111		2012	Bonner, Wayne H. and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA03289D (SM289 Schwartz) 2717 South Robertson Boulevard, Los Angeles, Los Angeles County, California	MBA	
LA-12335		2013	Treffers, Steven	Historic Evaluation for 1514 Bedford Street, City and County of Los Angeles, California	SWCA Environmental Consultants	19-190565
LA-13264		2014	Kry, Linda, Marc A. Beherec, and Alec Stevenson	LA CIENEGA INTERCEPTOR SEWER REHABILITATION PROJECT, ARCHAEOLOGICAL SURVEY REPORT LOS ANGELES, CALIFORNIA	AECOM	19-187805

APPENDIX C

NAHC Sacred Lands File Search Results

January 21, 2025

For: Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

From: Emily T. Soong
BFSA Environmental Services, a Perennial Company
14010 Poway Rd. Suite A
Poway, CA 92064

Re: Request for Sacred Lands File and Native American Contact List for the Preuss Road Project, Los Angeles, Los Angeles County, California.

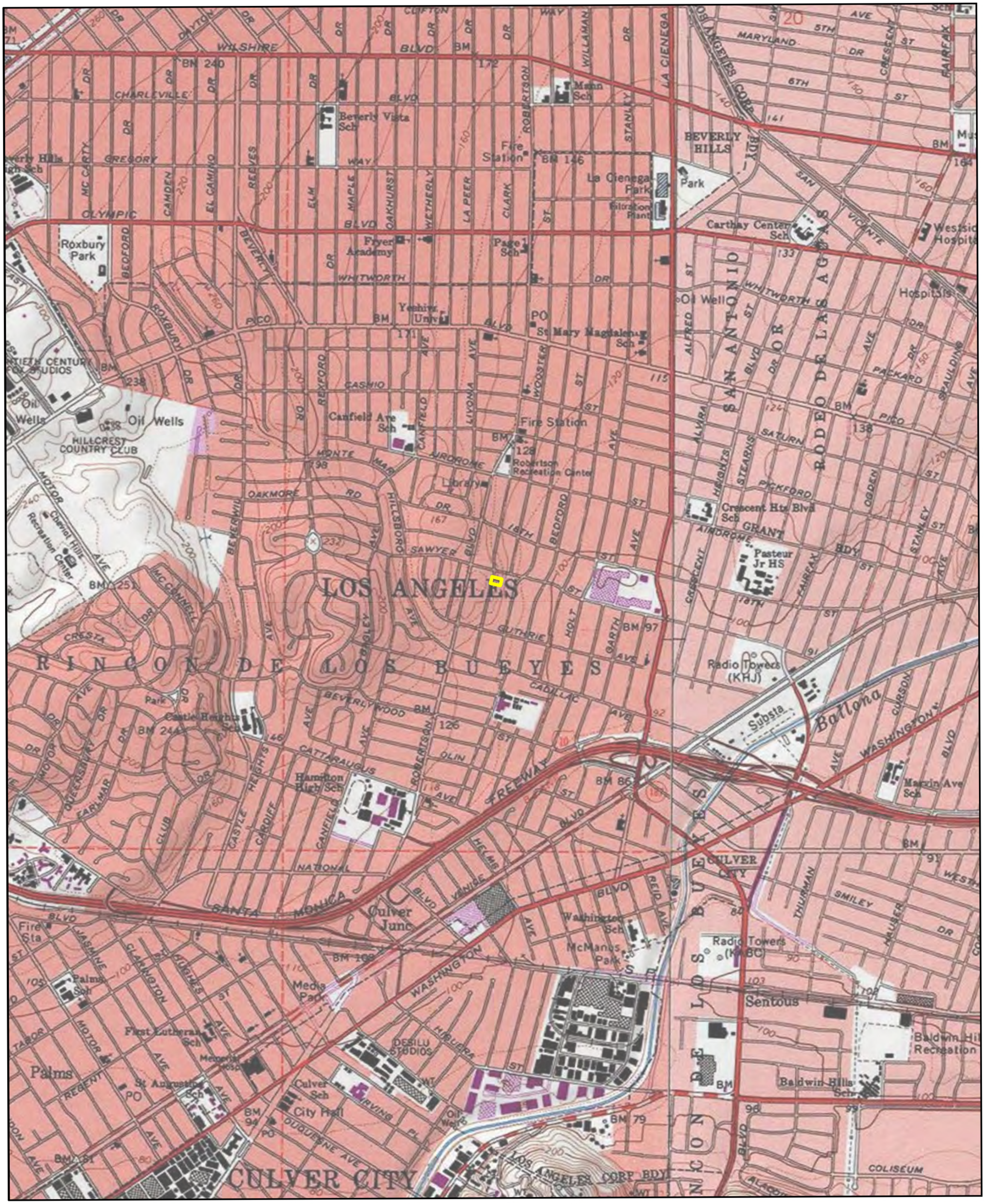
I would like to request a record search of the Sacred Lands File and a list of appropriate Native American contacts for the following project: Preuss Road Project (Project No. 25-011). The project is an archaeological study at 1904 and 1906 Preuss Road (APNs 4302-020-003 and -006), Los Angeles, Los Angeles County, California. Specifically, the project is in Township 1 South, Range 14 West as seen on the USGS *Beverly Hills*, *California* topographic quadrangle. Please find the enclosed map on which the project is delineated.

Thank you for your time.

Sincerely,

Emily T. Soong
Graphics/GIS
Billing: 14010 Poway Road, Suite A, Poway, CA 92064
Phone: 858-484-0915
Email: esoong@bfsa.perennialenv.com

Attachments:
USGS 7.5 *Beverly Hills* and *Hollywood, California*, topographic maps with project area delineated.
Sacred Lands File request form



Project

Preuss Road Project
USGS *Beverly Hills* and *Hollywood* Quadrangles
(7.5-minute series)

N

1:24,000

ETS BFSA 1/21/2025

Sacred Lands File & Native American Contacts List Request
NATIVE AMERICAN HERITAGE COMMISSION

915 Capitol Mall, RM 364 ∗ Sacramento, CA 95814 ∗ (916) 653-4082
(916) 657-5390 – Fax ∗ nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: Preuss Road Project (Project No. 25-011)

County: Los Angeles

USGS Quadrangle Name(s): *Beverly Hills*

Unsectioned portion of the former rancho Rincon De Los Bueyes, Township 1 South, Range 14 West, SBBM

Company/Firm/Agency: BFSA Environmental Services, a Perennial Company

Contact Person: Emily T. Soong

Street Address: 14010 Poway Road, Suite A

City: Poway Zip: 92064

Phone: 858-484-0915

Fax: 858-679-9896

Email: esoong@bfsa.perennialenv.com

Project Description:

I would like to request a record search of the Sacred Lands File and a list of appropriate Native American contacts for the following project: Preuss Road Project (Project No. 25-011). The project is an archaeological study at 1904 and 1906 Preuss Road (APNs 4302-020-003 and -006), Los Angeles, Los Angeles County, California. Specifically, the project is in Township 1 South, Range 14 West as seen on the USGS *Beverly Hills*, *California* topographic quadrangle. Please find the enclosed map on which the project is delineated.

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

NATIVE AMERICAN HERITAGE COMMISSION

January 28, 2025

Emily T. Soong
BFSA Environmental Services

Via Email to: esoong@bfsa.perennialenv.com

Re: Preuss Road Project, Los Angeles County

To Whom It May Concern:

As requested, a record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on information submitted for the above referenced project. The results were negative. Please note that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, a SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. Please contact all of those listed; if they cannot supply information, they may recommend others with specific knowledge. If within two weeks of notification, a response has not been received, the Commission requests that you follow-up with a telephone call or email to ensure that the project information was received.

If you receive notification of a change of address or phone number from a tribe, please notify the NAHC so that we can assure that our lists contain current information.

In addition to engaging in tribal consultation, you should consult the appropriate regional California Historical Research Information System (CHRIS) archaeological Information Center to determine whether it has information regarding the presence of recorded archaeological sites within the project area.

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

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Los Angeles County
1/28/2025

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation
Cahuilla Band of Indians	F	Anthony Madrigal, Tribal Historic Preservation Officer	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		anthonymad2002@gmail.com	Cahuilla
Cahuilla Band of Indians	F	Erica Schenk, Chairperson	52701 CA Highway 371 Anza, CA, 92539	(951) 590-0942	(951) 763-2808	chair@cahuilla-nsn.gov	Cahuilla
Cahuilla Band of Indians	F	BobbyRay Esparza, Cultural Director	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		besparza@cahuilla-nsn.gov	Cahuilla
Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno
Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation
Gabrieleno/ Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno
Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino
Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino
Gabrielino/ Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino
Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino
Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation
Santa Rosa Band of Cahuilla Indians	F	Steven Estrada, Tribal Chairman	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	sestrada@santarosa-nsn.gov	Cahuilla
Santa Rosa Band of Cahuilla Indians	F	Vanessa Minott, Tribal Administrator	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	vminott@santarosa-nsn.gov	Cahuilla
Soboba Band of Luiseno Indians	F	Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-6261	(951) 654-4198	jvaldez@soboba-nsn.gov	Cahuilla Luiseno
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno

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 contacting local Native Americans with regard to cultural resources assessment for the proposed Preuss Road Project, Los Angeles County.

PHASE I ARCHAEOLOGICAL ASSESSMENT FOR THE PREUSS ROAD PROJECT

CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

APNs 4302-020-003 and -006

Lead Agency:

City of Los Angeles
200 North Spring Street
Los Angeles, California 90012

Preparer:

BFSA Environmental Services,
a Perennial Company
14010 Poway Road, Suite A
Poway, California 92064

Project Proponent:

Brian Silveira & Associates
P.O. Box 291
1313 Grand Boulevard
Venice, California 90294

February 10, 2025

BFSA Environmental Services
A Perennial Company

Archaeological Database Information

Author:	Kathleen A. Krogh, B.A. and Andrew J. Garrison, M.A., RPA
Consulting Firm:	BFSA Environmental Services, a Perennial Company 14010 Poway Road, Suite A Poway, California 92064 (858) 484-0915
Client/Project Proponent:	Brian Silveira & Associates P.O. Box 291 1313 Gran Boulevard Venice, California 90294
Report Date:	February 10, 2025
Report Title:	Phase I Archaeological Assessment for the Preuss Road Project, City of Los Angeles, Los Angeles County, California
Type of Study:	Phase I Cultural Resources Study
New Site(s):	None
Updated Site(s):	None
Assessor's Parcel Numbers:	4302-020-003 and -006
USGS Quadrangle:	Unsectioned Township 1 South, Range 14 West, of the San Bernardino Baseline and Meridian projected on the USGS *Beverly Hills, California* topographic quadrangle (7.5-minute) map
Acreage:	0.39 acre.
Key Words:	Archaeological survey; no archaeological resources identified; *Beverly Hills* USGS Quadrangle; additional studies recommended.

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**Deleted for public review and bound separately in the Confidential Appendix*

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List of Plates

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MANAGEMENT SUMMARY/ABSTRACT

At the direction of Brian Silveira & Associates, BFSA Environmental Services, a Perennial Company (BFSA), conducted a Phase I archaeological assessment for the Preuss Road Project. The subject property is located at 1904 and 1906 Preuss Road, between Sawyer Street and Guthrie Avenue, west of Robertson Avenue, in the Mid-City neighborhood of the city of Los Angeles, California. The project includes 0.39 acres and is comprised of Assessor's Parcel Numbers (APNs) 4302-020-003 and -006, situated within an unsectioned area (Township 1 South, Range 14 West, San Bernardino Baseline and Meridian [projected]) of the United States Geological Survey (USGS) 1:24,000-scale *Beverly Hills, California* (7.5-minute) topographic quadrangle map. As designed, the project will redevelop the subject property for the construction of multifamily residences.

The purpose of this investigation was to locate, record, and evaluate any archaeological resources within the project as part of the City of Los Angeles environmental review process conducted in compliance with the California Environmental Quality Act (CEQA). The subject property contains two single-family residences, and two associated detached garages located at 1904 and 1906 Preuss Road that were constructed on the subject property over 50 years ago. The potential impact of the project on these built resources is outside the scope of this report.

The archaeological investigation of the project includes an archaeological records search conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (CSU Fullerton) to assess previous archaeological studies and identify any previously recorded archaeological sites within the project or in the immediate vicinity. The results of the records search indicate that no recorded archaeological resources are located within the project; however, 10 historic resources have been recorded within one mile of the property. A Sacred Lands File (SLF) search was also requested from the Native American Heritage Commission (NAHC), which returned with negative results.

The archaeological survey was an intensive reconnaissance consisting of a series of survey transects across the project. During the survey, ground visibility was poor due to existing structures, landscaping, hardscape, and infrastructure. The archaeological field survey did not identify any archaeological resources within the subject property.

Based on the results of the current survey and a review of historic data, no potential impacts to significant buried cultural resources are anticipated with the proposed development of the project. Furthermore, the records search results indicated that only historic built resources are recorded within a one-mile radius of the project and no prehistoric resources have ever been identified within the vicinity of the project. Therefore, due to the disturbed nature of the property as a result of previous development, clearing, and grading, coupled with the records search results, there is little to no potential that any archaeological deposits are present within the project boundaries. No further cultural resources study or mitigation measures are recommended as a condition of permit approval. However, although not included in the scope of this study, an

additional study is recommended in order to determine if the proposed project constitutes a potential impact to historical resources, by evaluating the historic-era single-family residences (1904 and 1906 Preuss Road) and their detached garages in order to assess their significance or eligibility for the California Register of Historical Resources (CRHR). A copy of this report will be permanently filed with the SCCIC at CSU Fullerton. All notes, photographs, and other materials related to this project will be curated at the BFSA archaeological laboratory in Poway, California.

1.0 INTRODUCTION

1.1 Project Description

The Phase I archaeological assessment for the Preuss Road Project was conducted in order to comply with CEQA and City of Los Angeles environmental requirements. The project is located at 1904 and 1906 Preuss Road, between Sawyer Street and Guthrie Avenue, west of Robertson Avenue, in the Mid-City neighborhood of the city of Los Angeles, California (Figure 1.1–1). The project is situated within an unsectioned area (Township 1 South, Range 14 West, San Bernardino Baseline and Meridian [projected]) of the USGS 1:24,000-scale *Beverly Hills, California* (7.5-minute) topographic quadrangle map (Figure 1.1–2). The 0.39-acre project consists of APNs 4302-020-003 and -006. The property is currently developed and includes two historic-era single-family residences and two ancillary structures with associated landscaping and infrastructure. As designed, the project will redevelop the subject property for the construction of multifamily residences (Figure 1.1–3).

The study of the two single-family residences and their associated detached garages on the property as potential Historical Resources is not included in the scope of the current archaeological survey. As such, BFSA only surveyed the property for archaeological resources. The decision to request this investigation was based upon the cultural resource sensitivity of the locality, as suggested by known site density and predictive modeling. Sensitivity for prehistoric resources in a given area is usually indicated by known settlement patterns which, in Los Angeles County, were focused around freshwater resources and food supply, while sensitivity for historic resources in the area tends to be associated with the early twentieth-century agricultural or residential development of the region.

1.2 Environmental Setting

The Preuss Road Project is situated within the Peninsular Ranges Geologic Province of southern California. The range, which extends in a northwest to southeast trend through the county, spans approximately 1,000 miles from the Raymond-Malibu Fault Zone in western Los Angeles County to the southern tip of Baja California. Geologically, the project is mapped by Bedrossian and Roffers (2012) as late to middle Pleistocene-aged old lacustrine, playa, and estuarine (paralic) deposits. These deposits are described as slightly to moderately consolidated fine-grained sand, silt, mud, and/or clay from various lakes, playa, or estuarine environments. Mapping by Dibblee (1991) and Campbell et al. (2014) identifies these deposits as late Pleistocene-aged old shallow marine deposits on a wave-cut surface, consisting of generally unconsolidated sand, silty sand and gravel that commonly rest on wave-cut bedrock surfaces. The specific soil type found in the project is primarily mapped as Urban land-Sepulveda-Pierview complex, 2 to 12 percent slopes (1121) (NRCS 2019).

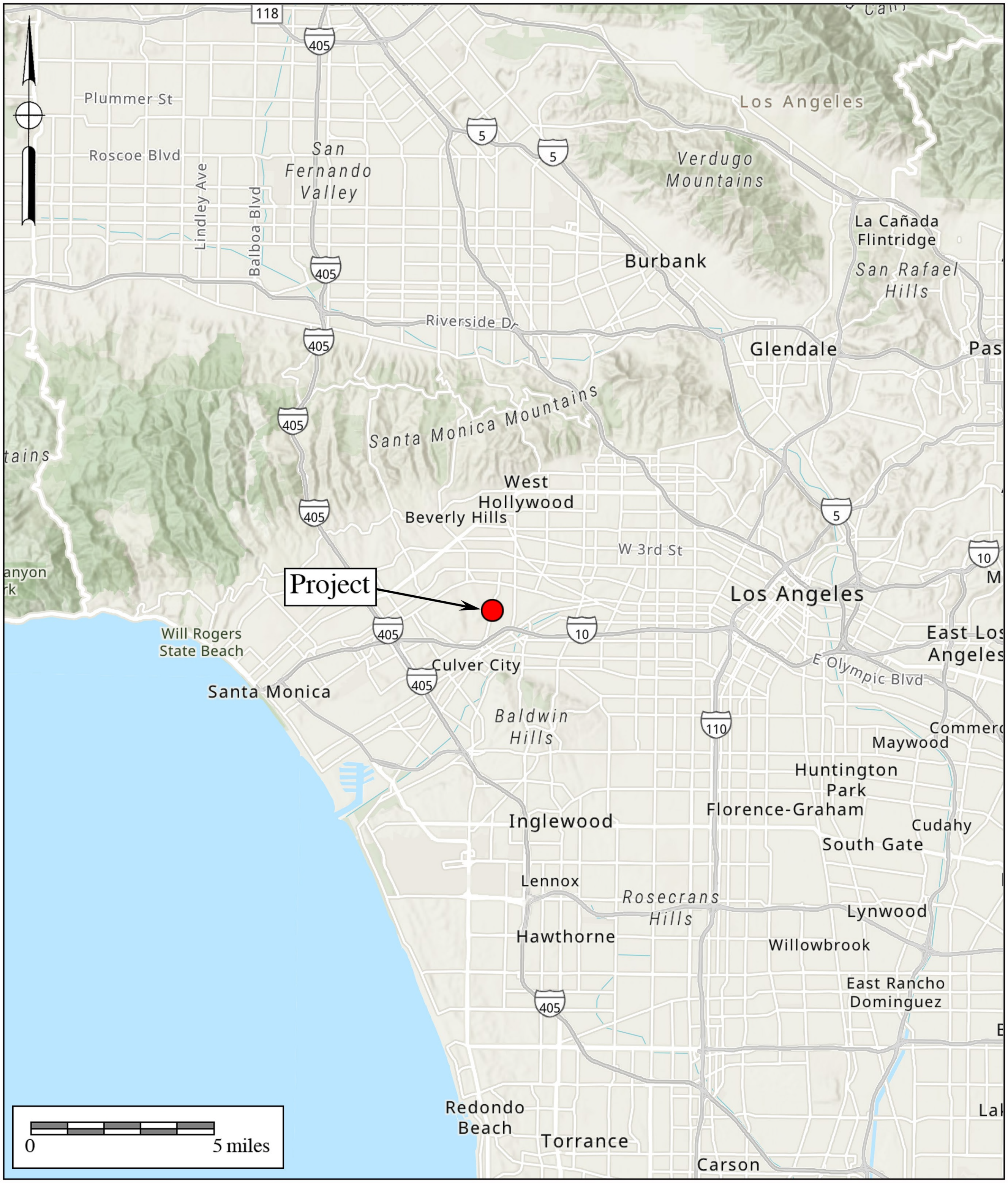

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Figure 1.1–1

General Location Map

The Preuss Road Project

Esri World Topographic Map

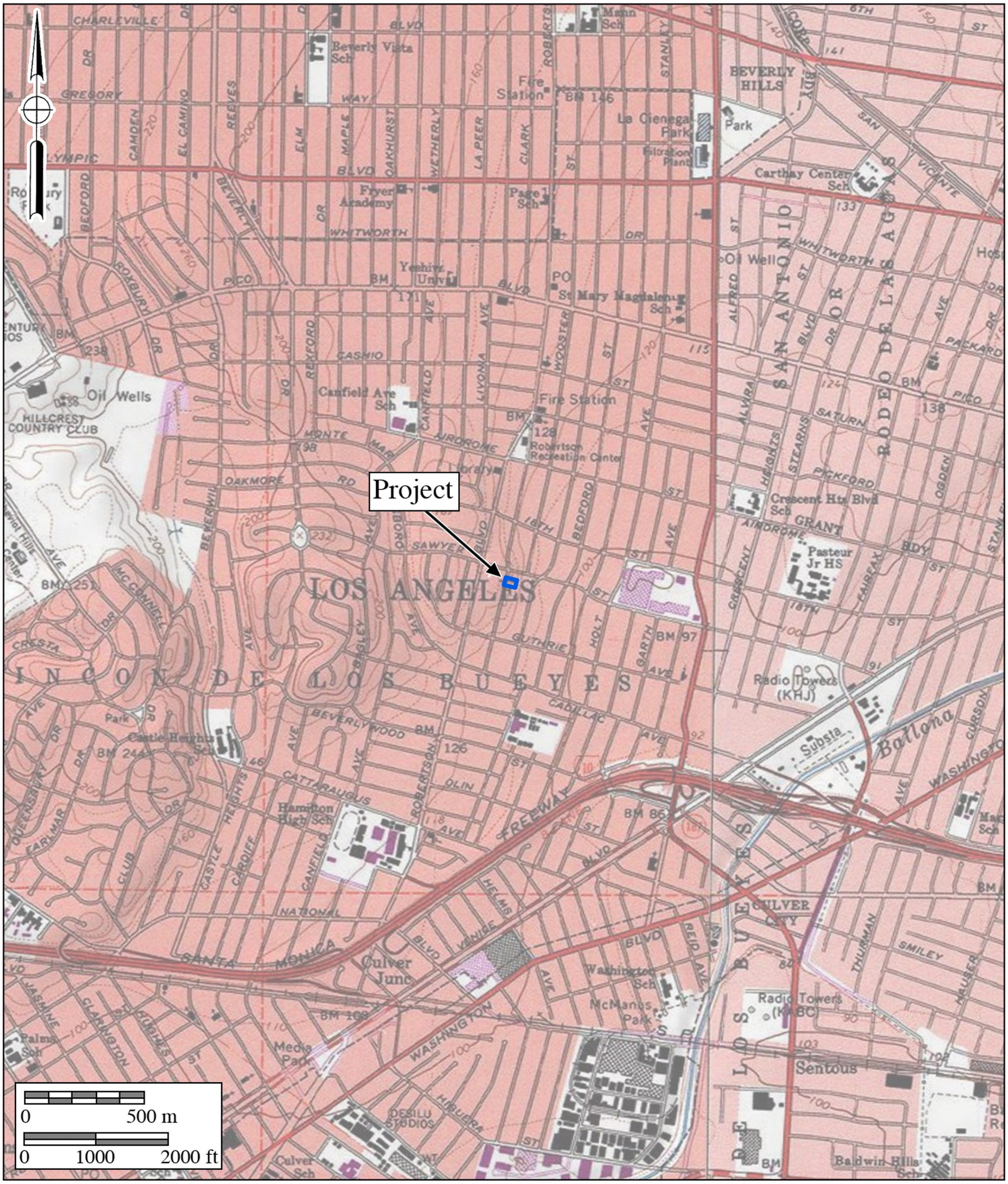

Figure 1.1–2

Project Location Map

The Preuss Road Project

USGS *Beverly Hills* and *Hollywood* Quadrangles (7.5-minute series)

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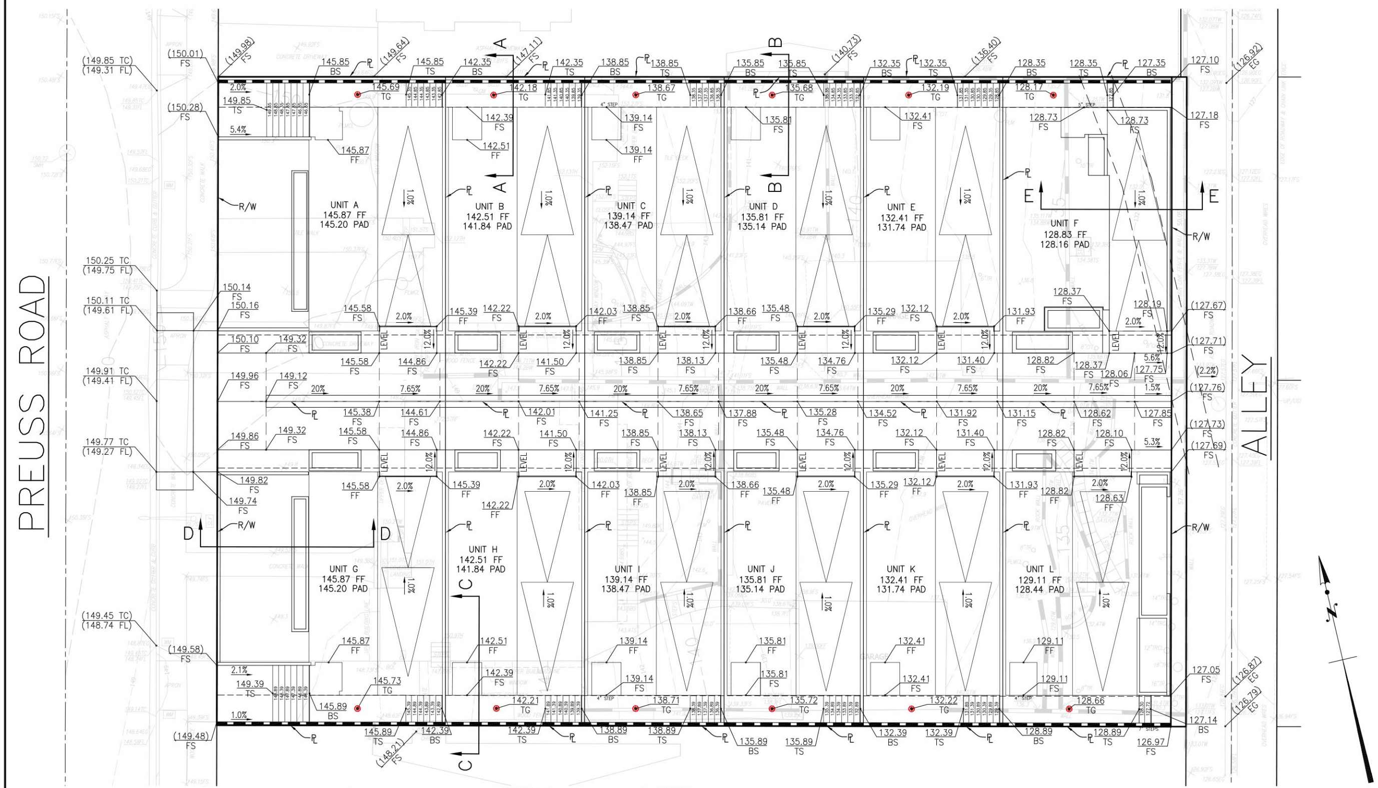

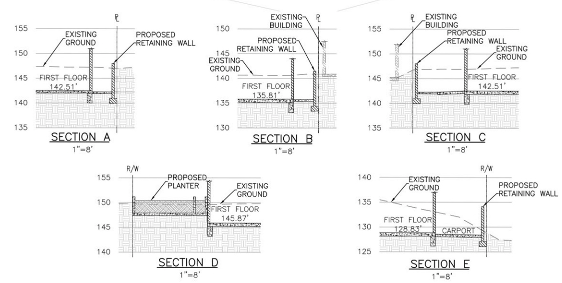

LEGEND OF ABBREVIATIONS & SYMBOLS

TC	TOP OF CURB
FL	FLOWLINE ELEV.
TG	TOP OF GRATE
R/W	RIGHT OF WAY
GB	GRADE BREAK
FG	FINISH GRADE
RG	ROUGH GRADE
EG	EXISTING GROUND
INV.	INVERT OF DRAIN
PAD	PAD ELEVATION
FF	FINISH FLOOR ELEV.
GF	GARAGE FINISH FLOOR ELEV.
FS	FINISH SURFACE ELEV.
EP	EDGE OF PAVEMENT
TW	TOP OF WALL ELEV.
TF	TOP OF FOOTING ELEV.
HP	HIGH POINT
LP	LOW POINT
LIP	LIP OF GUTTER
N.T.S.	NOT TO SCALE
TS	TOP OF STEP
BS	BOTTOM OF STEP

(2600)	EXIST. CONTOUR
2600	PROPOSED FINISHED CONTOUR
	PROPERTY LINE/LOT LINE
	TRACT BOUNDARY LINE
	CENTERLINE
	GRADED SWALE
	WALL
CUT / FILL 0	CUT/FILL LINE
	2:1 SLOPE (UNLESS NOTED OTHERWISE)
SD	STORM DRAIN PIPE

GENERAL NOTES:

1. THE STAMPED SET OF PLANS SHALL BE ON THE JOB SITE AT ALL TIMES.
2. ALL GRADED SLOPES SHALL BE PLANTED AND SPRINKLERED. SECTION 91.7012.1.
3. STANDARD 12 INCH HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES. SECTION 91.7013.3.
4. NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
5. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX DRY DENSITY WITHIN 40. FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER.
6. TEMPORARY EROSION CONTROL SHALL BE INSTALLED BETWEEN OCTOBER 1ST AND APRIL 15TH OBTAIN GRADING INSPECTOR & DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURE. SECTION 91.7007.1.
7. RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
8. ALL BACKFILL SHALL BE COMPACTED BY MECHANICAL MEANS TO A MINIMUM 90% RELATIVE COMPACTION AS DETERMINED BY ASTM METHOD D-1557. SUBDRAINS SHALL BE PROVIDED WHERE REQUIRED BY CODE.
9. THE SOILS ENGINEER IS TO APPROVE THE KEY OR BOTTOM AND LEAVE A CERTIFICATE ON THE SITE FOR THE GRADING INSPECTOR. THE GRADING INSPECTOR IS TO BE NOTIFIED BEFORE ANY GRADING BEGINS AND, FOR BOTTOM INSPECTION, BEFORE FILL IS PLACED. FILL MAY BE PLACED WITHOUT APPROVAL OF THE GRADING INSPECTOR.
10. REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE SITE EXCEEDS 60,000 S.F.
11. TOTAL AREA BEING GRADED: 16,872 SQ.FT. (0.39 ACRES)

GRAPHIC SCALE IN FEET
0 8 16 24 32

EARTHWORK QUANTITY TABLE

	CUT (CY)	FILL (CY)
RAW VOLUME	2,926	95
PILE AND FOOTING SPOILS	300	0
SUBTOTAL	3,226	95
BULKING/SWELL (ASSUME 10%)	323	0
SUBTOTAL	3,549	95
EXPORT:	3,454	

VOLUMES GENERATED USING AUTODESK, AUTOCAD CIVIL 3D SOFTWARE. CUT/FILL DEPTHS AS SHOWN IN PLAN. COMPARISON BETWEEN EXISTING GRADE AND ROUGH SURFACE.

LEGAL DESCRIPTION:

LOT 44 AND A PORTION OF LOT 45 OF TRACT NO. 1250, M.B. 18, PGS. 46 AND 47 AND A PORTION OF LOT 24, TRACT NO. 12110, M.B. 227, PGS. 39-42

BENCHMARK:

WIRE SPK W CURB ROBERTSON BL.; 10FT S OF BCR S OF SAWYER ST

LABM# 13-05709 EL=151.333FT (2000) NAVD 1988

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Figure 1.1–3
Project Development Map
The Preuss Road Project

The subject property is located south of the Santa Monica Mountain Range. The channelized Ballona Creek, which runs through Mid-City to the Pacific Ocean, is situated approximately one mile southeast of the project. Additionally, the Los Angeles River is located approximately nine miles to the east of the project. The property is situated on a hill that slopes slightly to the east, with the elevation ranging from approximately 145 feet above mean sea level (AMSL) to 130 feet AMSL. The vegetation within the project entirely consists of maintained residential landscaping.

1.3 Cultural Setting

1.3.1 Prehistoric Period

Several prehistoric cultural chronologies have been proposed for the southern California coast and nearby inland areas, such as two of the most frequently cited sequences developed by William Wallace (1955) and Claude Warren (1968). Such chronologies provide a framework to discuss archaeological data in relation to broad cultural changes observed in the archaeological record. The chronological sequence presented herein represents an updated synthesis of these schemes for Los Angeles County and surrounding regions. The prehistoric sequence of the area can be divided into four broad temporal categories. It should be noted that the prehistoric chronology for the region is being refined on a continuing basis, with new discoveries and improvements being made as the accuracy of dating techniques improves.

Terminal Pleistocene and Early Holocene: Paleo-Coastal Period (circa 9500 to 7000/6500 B.C.)

Although data on early human occupation for the southern California coast is limited, archaeological evidence from the northern Channel Islands suggests initial settlement in the region occurred at least 12,000 years before the present (YBP). At Daisy Cave (SMI-261) on San Miguel Island, radiocarbon dates indicate an early period of use in the terminal Pleistocene, sometime between 9,600 and 9,000 calibrated (cal) B.C. (Erlandson et al. 1996). Nearby on Santa Rosa Island, human remains from the Arlington Springs Site (SRI-1730) have been dated between 11,000 and 10,000 cal B.C. (Johnson et al. 2002). Archaeological data recovered from these and other coastal Paleo Indian sites indicate a distinctively maritime cultural adaptation, termed the "Paleo-Coastal Tradition" (Moratto 1984), which involved the use of seafaring technology and a subsistence regime focused upon shellfish gathering and fishing (Rick et al. 2001).

Relatively few sites have been identified in Los Angeles County that date to the terminal Pleistocene and early Holocene. Evidence of possible early human occupation has been found at the sand dune bluff site of Malaga Cove (LAN-138), located between Redondo Beach and Palos Verdes (Walker 1951). Researchers have proposed that archaeological remains recovered from the lowermost cultural stratum at the site, including shell, animal bone, and chipped stone tools, may date to as early as 8,000 cal B.C. (Moratto 1984:168; Wallace 1986).

Middle Holocene: Milling Stone Period (circa 7000/6500 to 1500/1000 B.C.)

The Milling Stone Period or Horizon, also referred to as the "Encinitas Tradition," is the earliest well-established cultural occupation of the coastal areas of the region (Sutton 2010; Sutton and Gardner 2010). The onset of this period, which began sometime between 7000 and 6500 cal B.C., is marked by the expansion of populations throughout southern California. Regional variations in technology, settlement patterns, and mortuary practices among Milling Stone sites have led researchers to define several local manifestations or "patterns" of the tradition (Sutton and Gardner 2010). Groups that occupied modern-day Los Angeles County are thought to have been relatively small and highly mobile during this time, with a general subsistence economy focused on the gathering of shellfish and plant foods, particularly hard seeds, with hunting being of less importance (Glassow et al. 2007).

Two temporal subdivisions have been defined for the portion of the Topanga Pattern falling within the Milling Stone Period: Topanga I (circa 6500 to 3000 B.C.) and Topanga II (circa 3000 to 1000 B.C.) (Sutton and Gardner 2010). Topanga I assemblages are characterized by abundant manos and metates, core tools and scrapers, charmstones, cogged stone, and discoidals. Projectile points are quite rare, with those present resembling earlier, large, leaf-shaped forms (Glassow et al. 2007). Secondary inhumations with associated cairns are the most common burial form at Milling Stone sites, with small numbers of extended inhumations identified. The subsequent Topanga II phase largely represents a continuation of the Topanga pattern, with site assemblages characterized by numerous manos and metates, charmstones, cogged stones, discoidals, and some stone balls. A significant technological change in ground stone occurs at this time, with the appearance of mortars and pestles at Topanga II sites suggesting the adoption of balanophagy by coastal populations (Sutton and Gardner 2010). The quantity of projectile points also notably increases in Topanga II site deposits, indicating that hunting of large game may have played a greater role in the subsistence economy than in earlier times. While secondary burials continue to be quite common, a few flexed inhumations have also been recovered from archaeological contexts dating to the Topanga II phase.

A number of Milling Stone sites have been identified in Los Angeles County. The lower component of the Tank Site (LAN-1), located in the Santa Monica Mountains, was excavated in the 1940s and was determined to be Topanga I in age. In the San Fernando Valley, the Encino Site (LAN-111) is thought to have contained a Topanga I component. The artifact assemblage is definitive of the Topanga I period, containing many milling implements but few projectile points. The presence of mortars and pestles along with stemmed projectile points at the Chatsworth Site (LAN-21), located at the western edge of the San Fernando Valley, suggests a Topanga II presence. The Big Tujunga Wash Site (LAN-167), located at the eastern edge of the San Fernando Valley, may have also contained a Topanga II component (Sutton and Gardner 2010).

Late Holocene: Intermediate Period (1500/1000 B.C. to A.D. 750)

The Intermediate Period, which encompasses the early portion of the "Del Rey Tradition" as defined by Sutton (2010), begins around 3,500 YBP. During this time, significant changes are observed throughout the coastal areas of southern California in material culture, settlement systems, subsistence strategies, and mortuary practices. These new cultural traits have been attributed to the arrival of Takic-speaking people from the southern San Joaquin Valley (Sutton 2009). Biological, archaeological, and linguistic data indicate that the Takic groups who settled in the Los Angeles Basin were ethnically distinct from the preexisting Hokan-speaking Topanga populations and are believed to be ancestral to ethnographic Gabrielino groups (Sutton 2009). While archaeological evidence indicates that "relic" Topanga III populations continued to survive in isolation in the Santa Monica Mountains, these indigenous groups appear to have been largely replaced or absorbed by the Gabrielino, or Chumash, by 2,000 YBP (Sutton and Gardner 2010:17).

Intermediate Period sites in the region are represented by the "Angeles Pattern" of the Del Rey Tradition (Sutton 2010). Three temporal subdivisions have been defined for the portion of the Angeles Pattern that falls within the Intermediate Period: Angeles I (1500 to 600 B.C.), Angeles II (600 B.C. to A.D. 400), and Angeles III (A.D. 400 to 750) (Sutton and Gardner 2010:8). The onset of the Angeles I phase is characterized by the increase and aggregation of regional populations and the appearance of the first village settlements. The prevalence of projectile points, single-piece shell fishhooks, and bone harpoon points at Angeles I sites suggests a subsistence shift in the Intermediate Period, with an increased emphasis on fishing and terrestrial hunting, and less reliance on the gathering of shellfish resources. Regional trade or interaction networks also appeared to develop at this time, with coastal populations in Los Angeles County obtaining small steatite artifacts and *Olivella* sp. shell beads from the southern Channel Islands and obsidian from the Coso Volcanic Field (Koerper et al. 2002). Finally, marked changes in mortuary practices are seen during the Angeles I phase, with flexed primary inhumations and cremations replacing extended inhumations and cairns.

The Angeles II phase largely represents a continuation and elaboration of the Angeles I technology, settlement, and subsistence systems. One exception to this pattern is the introduction of a new funerary complex around 2,600 YBP, consisting of large rock cairns or platforms, which contain abundant broken tools, faunal remains, and cremated human bone. These mortuary features have generally been thought to represent the predecessor of the Southern California Mourning Ceremony (Sutton 2010:14).

Several important changes in the archaeological record mark the beginning of the Angeles III phase. At this time, larger seasonal villages characterized by well-developed middens and cemeteries were established along the coast or the inland areas. Archaeological data from Angeles III sites indicates that residents of these settlements practiced a fairly diverse subsistence strategy, which included the exploitation of both marine and terrestrial resources (Sutton 2010:16). Notable technological changes at this time included the introduction of the plank canoe and the bow and arrow (Glassow et al. 2007:203–204). The appearance of new *Olivella* sp. bead types at Angeles

III sites indicates a reconfiguration of existing regional exchange networks, with increased interaction with populations in the Gulf of California (Koerper et al. 2002). Finally, cremations slightly increased in frequency at this time, with inhumations no longer placed in an extended position (Sutton 2010:18).

Intermediate Period sites in Los Angeles County include LAN-2 and LAN-197, which are located in the Santa Monica Mountains. The formal cemeteries at these sites are representative of the increased sedentism that occurred during the Intermediate Period (Glassow et al. 2007:202).

Late Holocene: Late Period (A.D. 750 to Spanish Contact)

The Late Period dates from approximately A.D. 750 until Spanish contact in 1542. Sutton (2010) has divided this period, which falls within the larger Del Rey Tradition, into two phases: Angeles IV (A.D. 750 to 1200) and Angeles V (A.D. 1200 to 1550). The Angeles IV phase is characterized by the continued growth of regional populations and the development of large, sedentary villages. Although chiefdoms appear to have developed in the northern Channel Islands and the Santa Barbara region after 850 YBP (Arnold 1992; Gamble 2005), little direct evidence has been found to suggest that this level of social complexity existed in the Los Angeles area during the Late Prehistoric Period (Sutton 2010).

Several new types of material culture appear during the Angeles IV phase, including Cottonwood series points, birdstone and "spike" effigies, *Olivella* sp. cupped beads, and *Mytilus* sp. shell disc beads. The presence of southwestern pottery, Patayan ceramic figurines, and Hohokam shell bracelets at Angeles IV sites suggests some interaction between groups in southern California and the Southwest. Notable changes are seen in regional exchange networks after 800 YBP, with an increase in the number and size of steatite artifacts, including large vessels, elaborate effigies, and comals (cooking dishes) recovered from Angeles V sites. The presence of these artifacts suggests a strengthening of trade ties between coastal Los Angeles populations and the southern Channel Islands (Koerper et al. 2002:69). Finally, Late Period mortuary practices remain largely unchanged from the Intermediate Period, with flexed primary inhumations continuing to be the preferred burial method.

Late Period sites in Los Angeles County include LAN-227 and LAN-229, which are located in the Santa Monica Mountains. Both sites contain fewer manos and metates than earlier sites but more mortars, pestles, projectile points, drills, beads, pipes, and bone tools (Moratto 1984:141). Although these sites represent a move toward centralized sedentary villages during this period, it is unclear whether they represent year-round occupation or semi-permanent villages used as base settlements (Glassow et al. 2007:210).

Late Holocene/Protohistoric Period/The Gabrielino (1769 to Present)

During the late Holocene, population size and density increased dramatically, calling for an even more diversified economy (Altschul and Grenda 2002). Ethnographic data, the first of which came from Spanish explorers and missionaries, indicates that the Gabrielino (Tongva) were the major tribe established within the San Gabriel Valley. The Spanish attributed this name to the Native Americans in the area served by the Mission San Gabriel Archángel. Gabrielino territory included the watersheds of the San Gabriel, Santa Ana and Los Angeles rivers, portions of the Santa Monica and Santa Ana mountains, the Los Angeles Basin, the coast from Aliso Creek to Topanga Creek, and San Clemente, San Nicolas, and Santa Catalina islands (Moratto 1984). The Gabrielino spoke a Cupan language that was part of the Shoshonean or Takic family of Uto-Aztecan linguistic stock; these linguistic ties united a dispersed ethnic group occupying 1,500-square miles in the Los Angeles Basin region (Altschul and Grenda 2002). Interestingly, this language stock was different from that of the Chumash to the north in the Santa Barbara region, as well as from the Kumeyaay (Tipai and Ipai) in the San Diego region, both of which spoke languages of the Hokan stock using different dialects.

Ethnographic data states that the Gabrielino were hunters and gatherers whose food sources included acorns, seeds, marine mollusks, fish, and mammals; archaeological sites support this data, with evidence of hunting, gathering, processing, and storage implements including arrow points, fishhooks, scrapers, grinding stones, and basketry awls (Altschul and Grenda 2002). Santa Catalina Island provided a valuable source of steatite for the Gabrielino, which they quarried and traded to other groups (Heizer and Treganza 1972; Moratto 1984). About 50 to 100 permanent villages are estimated to have been in existence at the time of European contact, most of which were located along lowland rivers and streams and along sheltered areas of the coast (Moratto 1984). Smaller satellite villages and resource extraction sites were located between larger villages. Village sites contained varying types of structures, including houses, sweathouses, and ceremonial huts (Bean and Smith 1978). Artistic items included shell set in asphaltum, carvings, paintings, steatite, and baskets (Moratto 1984). Settlements were often located at the intersection of two or more ecozones, thus increasing the variety of resources that were immediately accessible (Moratto 1984). Offshore fishing and hunting was accomplished with the use of plank boats, while shellfish and birds were collected along the coast. At the time of European contact, the Gabrielino, second only to the Chumash, were the wealthiest, most populous, and most powerful ethnic group in southern California (Bean and Smith 1978; Moratto 1984).

As with other Native American populations in southern California, the arrival of the Spanish drastically changed life for the Gabrielino. Incorporation into the mission system disrupted their culture and changed their subsistence practices (Altschul and Grenda 2002). Ranchos were established throughout the area, often in major drainages where Native American villages tended to be located. By the early 1800s, Mission San Gabriel had expanded its holdings for grazing to include much of the former Gabrielino territory (Altschul and Grenda 2002). Eventually, widespread relocation of Native American groups occurred, which resulted in further disruption of the native lifeways. Together with the introduction of Euro-American diseases, the Gabrielino and other groups of southern California experienced drastic population declines; in the early 1860s, a smallpox epidemic nearly wiped out the remaining Gabrielino population (Moratto 1984). While people of Gabrielino descent still live in the Los Angeles area, the Gabrielino were no longer listed as a culturally identifiable group in the 1900 Federal Census (Bean and Smith 1978; Moratto 1984).

1.3.2 Historic Period

The historic background of the project began with the Spanish colonization of Alta California. In 1769, The first Spanish colonizing expedition reached southern California with the intention of converting and civilizing the indigenous populations, as well as expanding the knowledge of and access to new resources in the region (Brigandi 1998). By the late eighteenth century, a large portion of southern California was overseen by Mission San Luis Rey (San Diego County), Mission San Juan Capistrano (Orange County), and Mission San Gabriel (Los Angeles County), who began colonizing the region and surrounding areas (Chapman 1921).

Before this period, the only known way to feasibly travel from Sonora to Alta California was by sea. However, in 1774, Juan Bautista de Anza, an army captain at Tubac, requested permission from the governor of the Mexican State of Sonora to establish an overland route from Sonora to Monterey (Chapman 1921). In doing so, Juan Bautista de Anza passed through Riverside County and described the area in writing for the first time (Caughey 1970; Chapman 1921). In 1797, Father Presidente Lausen of Mission San Diego de Alcalá, Father Norberto de Santiago, and Corporal Pedro Lisalde of Mission San Juan Capistrano led an expedition through southwestern Riverside County in search of a new mission site to establish a presence between San Diego and San Juan Capistrano (Engelhardt 1921). Their efforts ultimately resulted in the establishment of Mission San Luis Rey in Oceanside, California.

Each mission gained power through the support of a large, subjugated Native American workforce. As the missions grew, livestock holdings increased and became increasingly vulnerable to theft. In order to protect their interests, the southern California missions began to expand inland to try and provide additional security, which eventually led to the Spaniards embarking on a formal expedition in 1806 to find potential locations within what is now the San Bernardino Valley (Beattie and Beattie 1939; Caughey 1970). By 1810, Father Francisco Dumetz of Mission San Gabriel succeeded in establishing a religious site, or capilla, at a Cahuilla rancheria called Guachama (Beattie and Beattie 1939). San Bernardino Valley received its name from this site, which was dedicated to San Bernardino de Siena by Father Dumetz. The Guachama rancheria was located in present-day Bryn Mawr in San Bernardino County.

These early colonization efforts were followed by the establishment of estancias at Puente, circa 1816, and San Bernardino, circa 1819, near Guachama (Beattie and Beattie 1939). These efforts were soon mirrored by the Spaniards from Mission San Luis Rey, who in turn established a presence in what is now Lake Elsinore, Temecula, and Murrieta (Chapman 1921). The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions (Pourade 1961). Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order (Cook 1976).

On September 8, 1771, Father Pedro Cambón and Father Angel Somera established the Mission San Gabriel de Arcángel near the present-day city of Montebello. In 1775, the mission was moved to its current location in San Gabriel due to better agricultural lands. This mission marked the first sustained European occupation of the Los Angeles County area. Mission San Gabriel, despite a slow start, partially due to misconduct by Spanish soldiers, eventually became so prosperous that it was known as "The Queen of the Missions" (Johnson et al. 1972).

The pueblo that eventually became the city of Los Angeles was established in 1781. During this period, Spain also deeded ranchos to prominent citizens and soldiers, though very few in comparison to the later Mexican Period. One such rancho, Rancho San Pedro, was deeded to soldier Juan José Domínguez in 1784 and comprised 75,000 acres, encompassing the modern South Bay region from the Los Angeles River on the east to the Pacific Ocean on the west.

The area that became Los Angeles County saw an increase in European settlement during the Mexican Period, largely due to the many land grants (ranchos) given to Mexican citizens by various governors. The period ended in early January of 1847, when Mexican forces fought the combined United States Army and Navy forces in the Battle of the San Gabriel River on January 8, 1847, and the Battle of La Mesa on January 9, 1847 (Nevin 1978). On January 10, 1847, leaders of the pueblo of Los Angeles peacefully surrendered after Mexican General José María Flores withdrew his forces. Shortly thereafter, the newly appointed Mexican Military Commander of California, Andrés Pico, surrendered all of Alta California to United States Army Lieutenant Colonel John C. Fremont in the Treaty of Cahuenga (Nevin 1978).

Settlement of the Los Angeles region accelerated during the early American Period. The county was established on February 18, 1850 as one of 27 counties created in the months prior to California becoming a state. Many ranchos in the county were sold or otherwise acquired by Americans, and most were subdivided into agricultural parcels or towns. Nonetheless, ranching retained its importance and, by the late 1860s, Los Angeles had become one of the top dairy production centers in the country (Rolle 1963). In 1854, the United States Congress agreed to let San Pedro become an official port of entry and, by the 1880s, railroads had established networks throughout the county, which resulted in fast and affordable shipment of goods and a means to transport new residents to the booming region (Dumke 1944). New residents included many health seekers drawn to the area by the fabled climate in the 1870s to the 1880s (Baur 1959). In 1876, the county had a population of 30,000 (Dumke 1944:7); by 1900, it had reached 100,000.

In the early to mid-1900s, population growth accelerated due to industries associated with both world wars, as well as emigration from the Midwest "dust bowl" states during the Great Depression. The county became one of the most densely populated areas in the United States. The county's mild climate and successful economy continued to draw new residents in the late 1900s, and much of the county transformed from ranches and farms into residential subdivisions surrounding commercial and industrial centers. Hollywood's development into the entertainment capital of the world and southern California's booming aerospace industry were key factors in the county's growth.

The Mid-City Area

The suburban neighborhood of Mid-City is located west of downtown Los Angeles and north of Culver City. Although the boundaries of Mid-City are not clearly defined and often vary according to different entities, the City of Los Angeles Department of Transportation has installed signs marking the entry points to the neighborhood at the intersections of La Brea Avenue and Santa Monica Freeway, Vermont Avenue and Pico Boulevard, Hoover Street and Washington Boulevard, Western Avenue and Pico Boulevard, and Normandie Avenue and Santa Monica Freeway (Kiddle 2024). Historically, the term "Midtown" was used as early as the 1930s to describe the area west of downtown (Brightwell 2017). Mid-City developed in the 1920s and 1930s as a suburb of downtown Los Angeles and was considered a dynamic community (*Los Angeles Times* 2007). Several smaller neighborhood enclaves are located in Mid-City, such as Reynier Village to the south of the project and Faircrest Heights to the northeast (Kiddle 2024). The subject property is located in the westernmost portion of the Mid-City neighborhood.

1.4 Results of the Archaeological Records Search

An archaeological records search for the project and its surrounding area within a one-mile radius was conducted at the SCCIC at CSU Fullerton (Appendix B). The results of the records search indicate that no recorded archaeological resources are located within the project; however, 10 historic resources are recorded within one mile of the property (Table 1.4–1). Of the 10 resources, nine are built resources, and one consists of the channelized Ballona Creek.

Table 1.4–1

Cultural Resources Located Within
One Mile of the Preuss Road Project

Site(s)	Description
P-19-150447	Historic single-family residence
P-19-175248 and P-19-175298	Historic school
P-19-187322	Historic religious building
P-19-187459 and P-19-190145	Historic commercial building
P-19-187805	Historic Ballona Creek Flood Control Channel & Drainage System
P-19-188021	Historic Masonic Hall
P-19-190565	Historic multi-family property
P-19-190969	Historic Hillcrest Country Club

The SCCIC records search data also identified 17 previous studies conducted within one mile of the project (see Appendix B), none of which included the subject property.

BFSA reviewed the following sources to help facilitate a better understanding of the historic use of the property:

- The National Register of Historic Places index
- The Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility
- The OHP, Built Environment Resource Directory
- The Bureau of Land Management General Land Office records
- Historic USGS maps (1894 and 1900 *Los Angeles, California* topographic 15-minute maps; 1902, 1920, and 1921 *Santa Monica, California* topographic 15-minute maps; 1924 and 1926 *Hollywood, California* topographic 7.5-minute maps; and 1950 and 1966 *Beverly Hills, California* topographic 7.5-minute maps)
- Historic aerial photographs (1928 to 2024)

None of these resources identified any known archaeological resources within the Preuss Road Project. Historic maps and aerial photographs confirm the historic use of the property for residential development and highlight the transformation of the project vicinity from rural agricultural land to residential development during the early twentieth-century. As early as 1928, historic aerial images demonstrate that Preuss Road, the road adjacent to the project, had been graded even as the subject property itself remained undeveloped. Further, it appears that the surrounding neighborhood had already begun development, with several residences located within the project's vicinity. According to the Los Angeles County Assessor's Parcel database, the residence associated with the address 1906 Preuss Road (APN 4302-020-006) in the southern half of the project was constructed in 1933. This residence is visible on the 1937 historic aerial photograph. The database also indicates that the residence associated with the address 1904 Preuss Road (APN 4302-020-003) in the northern half of the project was built in 1941. By 1948, detached garages were constructed in the backyards of both the 1904 and 1906 Preuss Road residences. Both residences are visible in subsequent aerial photographs and have remained on the property until the present.

BFSA also requested a SLF search from the NAHC to search for the presence of any recorded Native American sacred sites or locations of religious or ceremonial importance within one mile of the project. This request is not part of any Assembly Bill (AB) 52 Native American consultation. The SLF search yielded negative results. Any additional outreach will be conducted by the lead agency under the official AB 52 Native American consultation process. All correspondence is provided in Appendix C.

1.5 Applicable Regulations

Resource importance is assigned to districts, sites, buildings, structures, and objects that that possess exceptional value or quality illustrating or interpreting the heritage of Los Angeles

County in history, architecture, archaeology, engineering, and culture. However, BFSA was only tasked with an assessment of archaeological resources within the project. Several criteria are used to demonstrate resource importance. Specifically, the criteria outlined in CEQA provide the guidance for making such a determination. The following sections detail the criteria that a resource must meet in order to be determined important.

1.5.1 California Environmental Quality Act

According to CEQA (15064.5a), the term "historical resource" includes the following:

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 (CRHR) (Public Resources Code [PRC] SS5024.1, Title 14 CCR [California Code of Regulations] 9. Section 4850 et seq.).
2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3) Any object, building, structure, site, area, place, record, or manuscript, which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC SS5024.1, Title 14, Section 4852) including the following:

    a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    b) Is associated with the lives of persons important in our past;
    c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
    d) Has yielded, or may be likely to yield, information important in prehistory or history.

4) The fact that a resource is not listed on, or determined eligible for listing on, the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1k of the PRC), or identified in a historical resources survey (meeting the criteria in Section

5024.1g of the PRC) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC Section 5020.1(j) or 5024.1.

According to CEQA (15064.5b), a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. CEQA defines a substantial adverse change as:

1) Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.
2) The significance of a historical resource is materially impaired when a project:

    a) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and justify its inclusion in, or eligibility for inclusion in, the CRHR; or
    b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or,
    c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

Section 15064.5(c) of CEQA applies to effects on archaeological sites and contains the following additional provisions regarding archaeological sites:

1. When a project will impact an archaeological site, a lead agency shall first determine whether the site is a historical resource, as defined in subsection (a).
2. If a lead agency determines that the archaeological site is a historical resource, it shall refer to the provisions of Section 21084.1 of the PRC, Section 15126.4 of the guidelines, and the limits contained in Section 21083.2 of the PRC do not apply.
3. If an archaeological site does not meet the criteria defined in subsection (a) but does meet the definition of a unique archaeological resource in Section 21083.2 of the PRC, the site shall be treated in accordance with the provisions of Section 21083.2. The time

and cost limitations described in PRC Section 21083.2(c-f) do not apply to surveys and site evaluation activities intended to determine whether the project location contains unique archaeological resources.

4. If an archaeological resource is neither a unique archaeological nor historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment. It shall be sufficient that both the resource and the effect on it are noted in the Initial Study or Environmental Impact Report, if one is prepared to address impacts on other resources, but they need not be considered further in the CEQA process.

Section 15064.5(d) and 15064.5(e) contain additional provisions regarding human remains. Regarding Native American human remains, paragraph (d) provides:

(d) When an initial study identifies the existence of, or the probable likelihood of, Native American human remains within the project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in PRC SS5097.98. The applicant may develop an agreement for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials with the appropriate Native Americans as identified by the NAHC. Action implementing such an agreement is exempt from:

1) The prohibition on disinterring, disturbing, or removing human remains from any location other than a dedicated cemetery (Health and Safety Code Section 7050.5).
2) The requirements of CEQA and the Coastal Act.

2.0 RESEARCH DESIGN

The primary goal of the research design is to attempt to understand the way in which humans have used the land and resources within the project through time, as well as to aid in the determination of resource significance. For the current project, the study area under investigation is the northwestern portion of the city of Los Angeles. The scope of work for the Phase I archaeological assessment conducted for the Preuss Road Project included the archaeological survey of the entire approximately 0.39-acre project. Given the area involved, the research design for this project was focused upon realistic study options. Since the main objective of the investigation was to identify the presence of and potential impacts to archaeological resources, the goal is not necessarily to answer wide-reaching theories regarding the development of early southern California, but to investigate the role and importance of identified resources. Nevertheless, the assessment of the significance of a resource must take into consideration a variety of factors, as well as the ability of a resource to address regional research topics and issues.

Although elementary resource evaluation programs are limited in terms of the amount of information available, several specific research questions were developed that could be used to guide the initial investigations of any observed cultural resources. The following research questions take into account the size and location of the project discussed above.

Research Questions:

- Can located cultural resources be associated with a specific time period, population, or individual?
- Do the types of any located cultural resources allow a site activity/function to be determined from a preliminary investigation? What are the site activities? What is the site function? What resources were exploited?
- How do located sites compare to others reported from different surveys conducted in the area?
- How do located sites fit existing models of settlement and subsistence for valley environments of the region?

Data Needs

At the survey level, the principal research objective is a generalized investigation of changing settlement patterns in both the prehistoric and historic periods within the study area. The overall goal is to understand settlement and resource procurement patterns of the project occupants. Therefore, adequate information on site function, context, and chronology from an archaeological perspective is essential for the investigation. The fieldwork and archival research were undertaken with the following primary research goals in mind:

1) To identify cultural resources occurring within the project;
2) To determine, if possible, site type and function, context of the resource(s), and chronological placement of each cultural resource identified;
3) To place each cultural resource identified within a regional perspective; and
4) To provide recommendations for the treatment of each cultural resource identified.

3.0 FIELD SURVEY

The Phase I archaeological assessment of the project consisted of an institutional records search and an intensive cultural resources survey of the entire 0.39-acre project. This study was conducted in conformance with City of Los Angeles environmental requirements, Section 21083.2 of the California PRC, and CEQA. Statutory requirements of CEQA (15064.5) were followed for the identification and evaluation of resources. Specific definitions for archaeological resource type(s) used in this report are those established by the State Historic Preservation Office (SHPO 1995).

3.1 Survey Methods

The survey methodology employed during the current investigation followed standard archaeological field procedures and was sufficient to accomplish a thorough assessment of the project. The field methodology employed for the project included walking evenly spaced survey transects set approximately five meters apart, when not obscured by present development, while visually inspecting the ground surface. All potentially sensitive areas where archaeological resources might be located were closely inspected. Photographs documenting survey areas and overall survey conditions were taken frequently.

3.2 Results

Field archaeologist Mary Chitjian conducted an intensive pedestrian survey on January 31, 2025. The archaeological survey was an intensive reconnaissance consisting of a series of survey transects conducted throughout the property. The ground visibility was limited due to existing structures, landscaping, and hardscape. In the western half of the subject property, the survey identified two single-family residences associated with the addresses 1904 and 1906 Preuss Road, a paved concrete driveway, associated hardscape, and maintained residential landscape, all of which limited the ability to fully inspect the property for archaeological resources (Plate 3.2–1). In the eastern half of the subject property, two detached garages associated with the residences were present in the backyards of both the residences (Plates 3.2–2 to 3.2–4). Given the current residential development within the project, exposed ground was limited. Nevertheless, the landscaped portions of the project were carefully inspected for archaeological materials. The archaeological field survey did not identify any archaeological resources within the subject property.

Plate 3.2–1: Overview of the primary entrance to the 1904 and 1906 Preuss Road single-family residences, facing northeast.

Plate 3.2–2: Overview of the detached garage and backyard of the 1906 Preuss Road residence, facing north.

Plate 3.2–3: Overview of the backyard of the 1904 Preuss Road residence, facing north.

Plate 3.2–4: Overview of the detached garage of the 1904 Preuss Road residence, facing east.

4.0 RECOMMENDATIONS

The Phase I archaeological assessment of the Preuss Road Project was conducted in compliance with CEQA and City of Los Angeles environmental requirements. Based on the results of the current survey and a review of historic data, no potential impacts to significant buried cultural resources are anticipated with the proposed development of the project. Furthermore, the records search results indicated that only historic built resources are recorded within a one-mile radius of the project and no prehistoric resources have ever been identified within the vicinity of the project. Therefore, due to the disturbed nature of the property as a result of previous development, clearing, and grading, coupled with the records search results, there is little to no potential that any archaeological deposits are present within the project boundaries. No further cultural resources study or mitigation measures are recommended as a condition of permit approval. A copy of this report will be submitted to the SCCIC at CSU Fullerton.

Although not included in the scope of this study, the historic-era single-family residences (1904 and 1906 Preuss Road) and their associated detached garages must be evaluated to assess their significance and eligibility for the CRHR in order to determine if the proposed project constitutes a potential impact to historical resources, as defined by CEQA. As such, an additional study is recommended to augment the level of work currently completed. Because the single-family residences (1904 and 1906 Preuss Road) meet the age threshold (50 years) to be identified as potentially historic, the resource evaluation process should focus on detailed historic research and structure evaluations in the form of a Historic Structure Assessment (HSA). The scope of the HSA should include more in-depth research to further determine the date of construction of the structures and any major modification, trace the ownership of the structures, conduct thorough photo documentation and prepare an architectural description of each historic-era structure. The structures should also be evaluated for inclusion in the CRHR, and formally recorded with the SCCIC. As such, the goal of the study is to formally record the residential structures, determine if any are eligible for listing in the CRHR, and, if applicable, identify the mitigation measures needed to reduce the level of impacts associated with the proposed development.

5.0 LIST OF PREPARERS AND ORGANIZATIONS CONTACTED

The archaeological survey program for the Preuss Road Project was directed by Principal Investigator Tracy A. Stropes, M.A., RPA. The archaeological fieldwork was conducted by BFSA field archaeologist Mary Chitjian. The report text was prepared by Kathleen Krogh and Andrew Garrison. Emily Soong conducted the records search at the SCCIC at CSU Fullerton and created the report graphics. Technical editing and report production was conducted by Danielle Del Castillo.

6.0 CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this archaeological report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Andrew J. Garrison

	February 10, 2025
Andrew J. Garrison, M.A., RPA	Date
Senior Archaeologist	

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APPENDIX A

Resumes of Key Personnel

Andrew J. Garrison, M.A., RPA

Project Archaeologist

BFSA Environmental Services, a Perennial Company
14010 Poway Road • Suite A •
Phone: (858) 679-8218 • Fax: (858) 679-9896 • E-Mail: agarrison@bfsa.perennialenv.com

Education

Master of Arts, Public History, University of California, Riverside	**2009**
Bachelor of Science, Anthropology, University of California, Riverside	**2005**
Bachelor of Arts, History, University of California, Riverside	**2005**

Professional Memberships

Register of Professional Archaeologists
Society for California Archaeology
Society for American Archaeology
California Council for the Promotion of History
Society of Primitive Technology
Lithic Studies Society
California Preservation Foundation
Pacific Coast Archaeological Society

Experience

Project Archaeologist — **June 2017–Present**
BFSA Environmental Services, A Perennial Company — **Poway, California**

Project management of all phases of archaeological investigations for local, state, and federal agencies including National Register of Historic Places (NRHP) and California Environmental Quality Act (CEQA) level projects interacting with clients, sub-consultants, and lead agencies. Supervise and perform fieldwork including archaeological survey, monitoring, site testing, comprehensive site records checks, and historic building assessments. Perform and oversee technological analysis of prehistoric lithic assemblages. Author or co-author cultural resource management reports submitted to private clients and lead agencies.

Senior Archaeologist and GIS Specialist — **2009–2017**
Scientific Resource Surveys, Inc. — **Orange, California**

Served as Project Archaeologist or Principal Investigator on multiple projects, including archaeological monitoring, cultural resource surveys, test excavations, and historic building assessments. Directed projects from start to finish, including budget and personnel hours proposals, field and laboratory direction, report writing, technical editing, Native American consultation, and final report submittal. Oversaw all GIS projects including data collection, spatial analysis, and map creation.

Preservation Researcher — **2009**
City of Riverside Modernism Survey — **Riverside, California**

Completed DPR Primary, District, and Building, Structure and Object Forms for five sites for a grant-funded project to survey designated modern architectural resources within the City of Riverside.

Information Officer **2005, 2008–2009**
Eastern Information Center (EIC), University of California, Riverside **Riverside, California**

Processed and catalogued restricted and unrestricted archaeological and historical site record forms. Conducted research projects and records searches for government agencies and private cultural resource firms.

Reports/Papers

2019 A Class III Archaeological Study for the Tuscany Valley (TM 33725) Project National Historic Preservation Act Section 106 Compliance, Lake Elsinore, Riverside County, California. Contributing author. Brian F. Smith and Associates, Inc.

2019 A Phase I and II Cultural Resources Assessment for the Jack Rabbit Trail Logistics Center Project, City of Beaumont, Riverside County, California. Brian F. Smith and Associates, Inc.

2019 A Phase I Cultural Resources Assessment for the 10575 Foothill Boulevard Project, Rancho Cucamonga, California. Brian F. Smith and Associates, Inc.

2019 Cultural Resources Study for the County Road and East End Avenue Project, City of Chino, San Bernardino County, California. Brian F. Smith and Associates, Inc.

2019 Phase II Cultural Resource Study for the McElwain Project, City of Murrieta, California. Contributing author. Brian F. Smith and Associates, Inc.

2019 A Section 106 (NHPA) Historic Resources Study for the McElwain Project, City of Murrieta, Riverside County, California. Brian F. Smith and Associates, Inc.

2018 Cultural Resource Monitoring Report for the Sewer Group 818 Project, City of San Diego. Brian F. Smith and Associates, Inc.

2018 Phase I Cultural Resource Survey for the Stone Residence Project, 1525 Buckingham Drive, La Jolla, California 92037. Brian F. Smith and Associates, Inc.

2018 A Phase I Cultural Resources Assessment for the Seaton Commerce Center Project, Riverside County, California. Brian F. Smith and Associates, Inc.

2017 A Phase I Cultural Resources Assessment for the Marbella Villa Project, City of Desert Hot Springs, Riverside County, California. Brian F. Smith and Associates, Inc.

2017 Phase I Cultural Resources Survey for TTM 37109, City of Jurupa Valley, County of Riverside. Brian F. Smith and Associates, Inc.

2017 A Phase I Cultural Resources Assessment for the Winchester Dollar General Store Project, Riverside County, California. Brian F. Smith and Associates, Inc.

2016 John Wayne Airport Jet Fuel Pipeline and Tank Farm Archaeological Monitoring Plan. Scientific Resource Surveys, Inc. On file at the County of Orange, California.

2016 Historic Resource Assessment for 220 South Batavia Street, Orange, CA 92868 Assessor's Parcel Number 041-064-4. Scientific Resource Surveys, Inc. Submitted to the City of Orange as part of Mills Act application.

2015 Historic Resource Report: 807-813 Harvard Boulevard, Los Angeles. Scientific Resource Surveys, Inc. On file at the South Central Coastal Information Center, California State University, Fullerton.

2015 Exploring a Traditional Rock Cairn: Test Excavation at CA-SDI-13/RBLI-26: The Rincon Indian Reservation, San Diego County, California. Scientific Resource Surveys, Inc.

2014 Archaeological Monitoring Results: The New Los Angeles Federal Courthouse. Scientific Resource Surveys, Inc. On file at the South Central Coastal Information Center, California State University, Fullerton.

2012 Bolsa Chica Archaeological Project Volume 7, Technological Analysis of Stone Tools, Lithic Technology at Bolsa Chica: Reduction Maintenance and Experimentation. Scientific Resource Surveys, Inc.

Presentations

2017 "Repair and Replace: Lithic Production Behavior as Indicated by the Debitage Assemblage from CA-MRP-283 the Hackney Site." Presented at the Society for California Archaeology Annual Meeting, Fish Camp, California.

2016 "Bones, Stones, and Shell at Bolsa Chica: A Ceremonial Relationship?" Presented at the Society for California Archaeology Annual Meeting, Ontario, California.

2016 "Markers of Time: Exploring Transitions in the Bolsa Chica Assemblage." Presented at the Society for California Archaeology Annual Meeting, Ontario, California.

2016 "Dating Duress: Understanding Prehistoric Climate Change at Bolsa Chica." Presented at the Society for California Archaeology Annual Meeting, Ontario, California.

2014 "New Discoveries from an Old Collection: Comparing Recently Identified OGR Beads to Those Previously Analyzed from the Encino Village Site." Presented at the Society for California Archaeology Annual Meeting, Visalia, California.

2012 Bolsa Chica Archaeology: Part Seven: Culture and Chronology. Lithic demonstration of experimental manufacturing techniques at the April meeting of The Pacific Coast Archaeological Society, Irvine, California.

APPENDIX B

Archaeological Records Search Results

(Deleted for Public Review; Bound Separately)

APPENDIX C

NAHC Sacred Lands File Search Results

(Deleted for Public Review; Bound Separately)

PALEONTOLOGICAL ASSESSMENT FOR THE PREUSS ROAD PROJECT

CITY OF LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

APNs 4302-020-003 and -006

<u>Prepared on Behalf of:</u>

Brian Silveira & Associates
P.O. Box 291
1313 Grand Boulevard
Venice, California 90294

<u>Prepared for:</u>

City of Los Angeles
200 North Spring Street
Los Angeles, California 90012

<u>Prepared by:</u>

BFSA Environmental Services,
a Perennial Company
14010 Poway Road, Suite A
Poway, California 92064

February 10, 2025

BFSA Environmental Services
A Perennial Company

Paleontological Database Information

Author:	Todd A. Wirths, M.S., P.G., Principal Paleontologist, California Professional Geologist No. 7588
Prepared by:	BFSA Environmental Services, a Perennial Company 14010 Poway Road, Suite A Poway, California 92064
Report Date:	February 10, 2025
Report Title:	Paleontological Assessment for the Preuss Road Project, City of Los Angeles, Los Angeles County, California
Prepared on Behalf of:	Brian Silveira & Associates P.O. Box 291 1313 Grand Boulevard Venice, California 90294
Prepared for:	City of Los Angeles 200 North Spring Street Los Angeles, California 90012
Assessor's Parcel Numbers:	4302-020-003 and -006
USGS Quadrangle:	Unsectioned area of Township 1 South, Range 14 West, on the USGS *Beverly Hills, California* (7.5-minute) Quadrangle
Study Area:	0.4 acre
Key Words:	Paleontological assessment; Pleistocene old paralic/alluvial deposits; high sensitivity; monitoring recommended.

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I. INTRODUCTION AND LOCATION

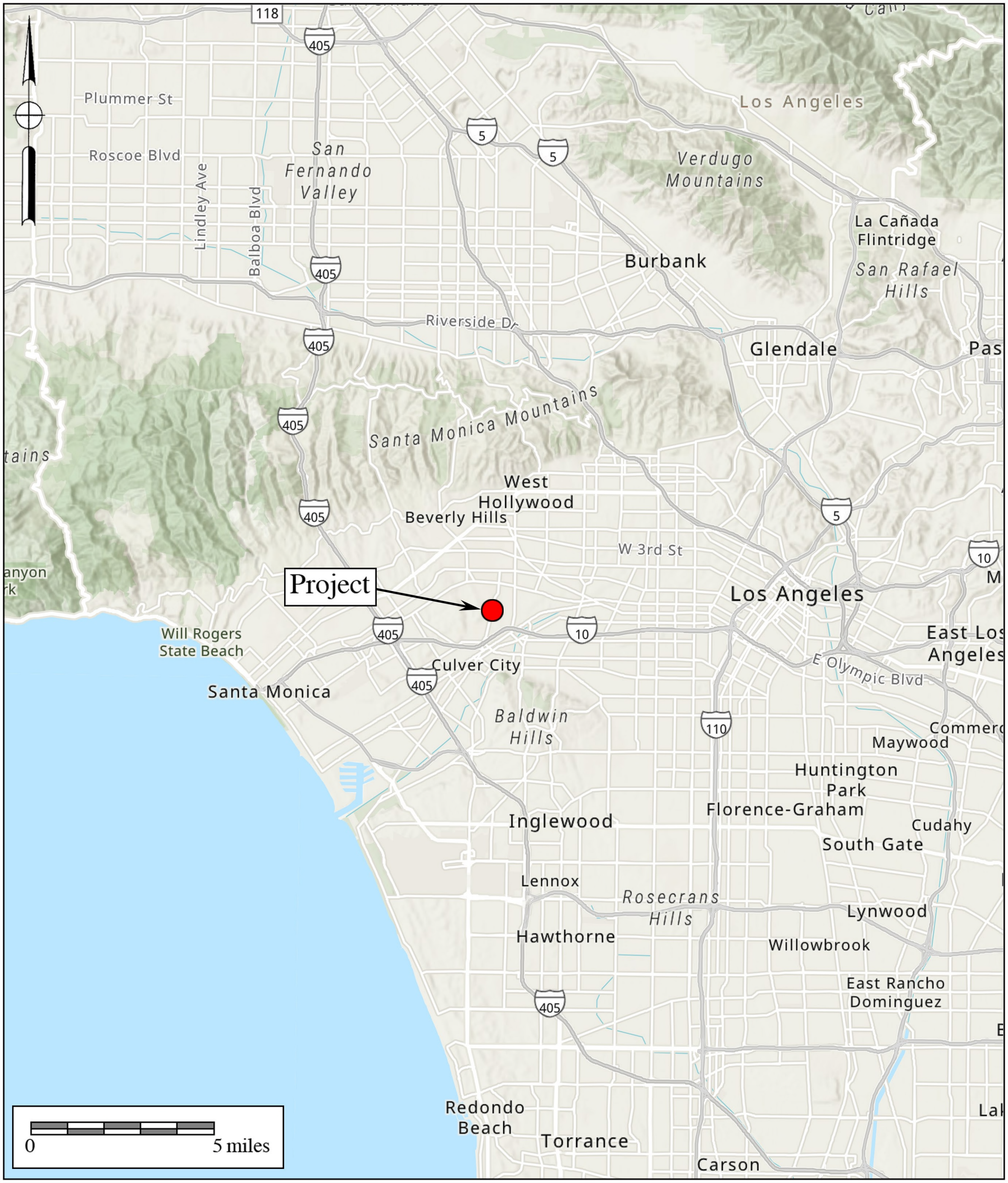
A paleontological resource assessment has been completed for the Preuss Road Project to comply with the California Environmental Quality Act (CEQA) and City of Los Angeles environmental requirements. The project is located at 1904 and 1906 Preuss Road, between Sawyer Street and Guthrie Avenue, west of Robertson Avenue, in the Mid-City neighborhood of the city of Los Angeles, California (Figures 1 and 2). The 0.39-acre project consists of two parcels (Assessor's Parcel Numbers [APNs] 4302-020-003 and -006) and is situated within an unsectioned area of Township 1 South, Range 14 West, as shown on the United States Geological Survey (USGS) *Beverly Hills, California* (7.5-minute) topographic quadrangle map (see Figure 2). A residential development is proposed for the project parcels, consisting of two four-story buildings with a total of 12 units and ground-floor parking garages (Figure 3). Currently, each parcel is occupied by an existing two-story single-family residential structure.

As the lead agency, the City of Los Angeles has required the preparation of a paleontological assessment to evaluate the project's potential to yield paleontological resources. The paleontological assessment of the project included a review of paleontological literature and fossil locality records in the area, a review of the underlying geology, and recommendations to mitigate impacts to potential paleontological resources, if necessary. A paleontological survey of the project was not performed, since the parcels are completely developed.

II. REGULATORY SETTING

CEQA, which is patterned after the National Environmental Policy Act, is the overriding regulation that sets the requirement for protecting California's paleontological resources. CEQA does not establish specific rules that must be followed but mandates that governing permitting agencies (lead agencies) set their own guidelines for the protection of nonrenewable paleontological resources under their jurisdiction.

Under "Guidelines for Implementation of the California Environmental Quality Act," as amended in December 2018 (California Code of Regulations [CCR] Title 14, Division 6, Chapter 3, Sections 15000 et seq.), procedures define the types of activities, persons, and public agencies required to comply with CEQA. Section 15063 of the CCR provides a process by which a lead agency may review a project's potential impact on the environment, whether the impacts are significant, and if necessary, provide recommendations.



BFSA Environmental Services
A Perennial Company

Figure 1

General Location Map

The Preuss Road Project

Esri World Topographic Map

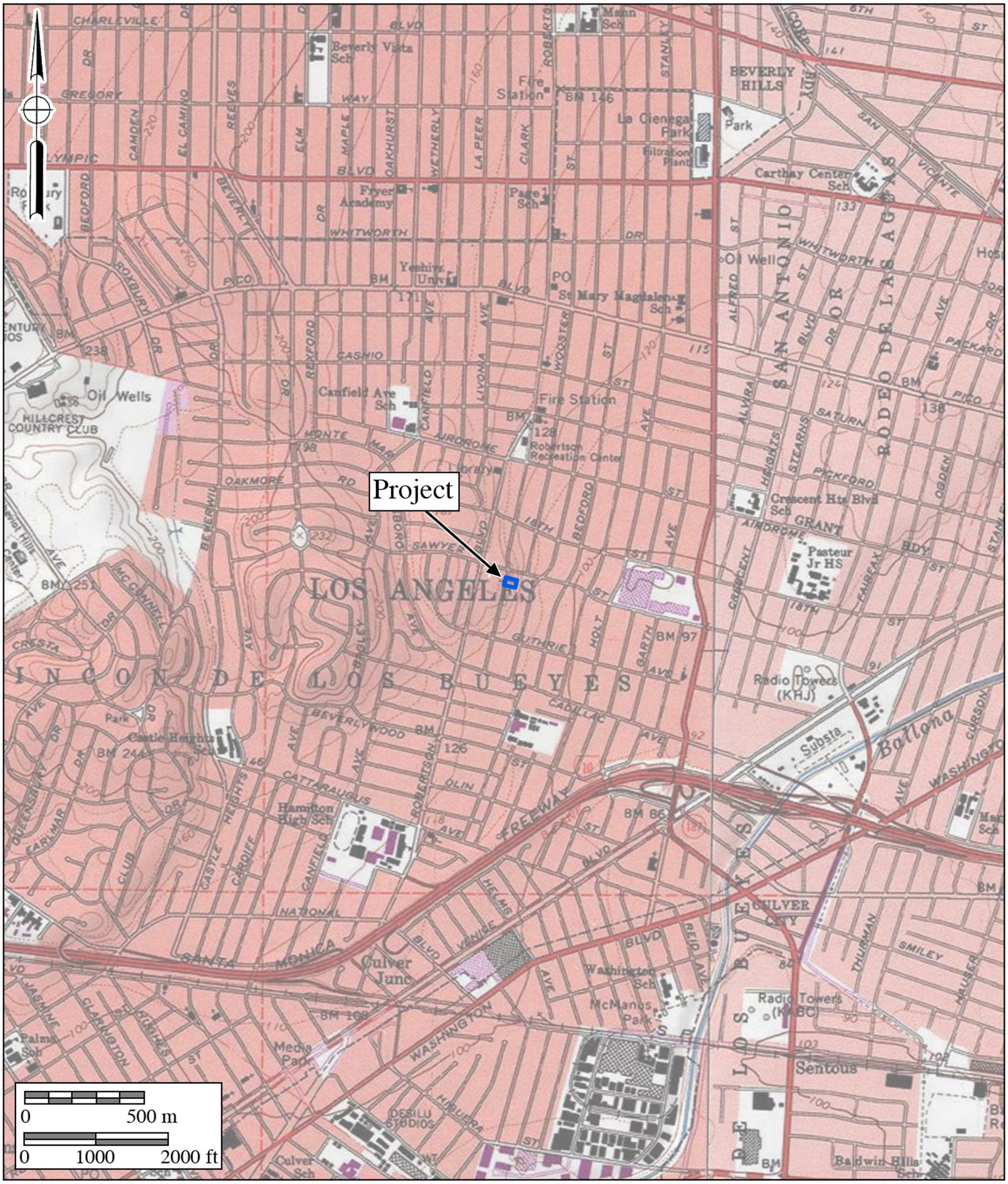


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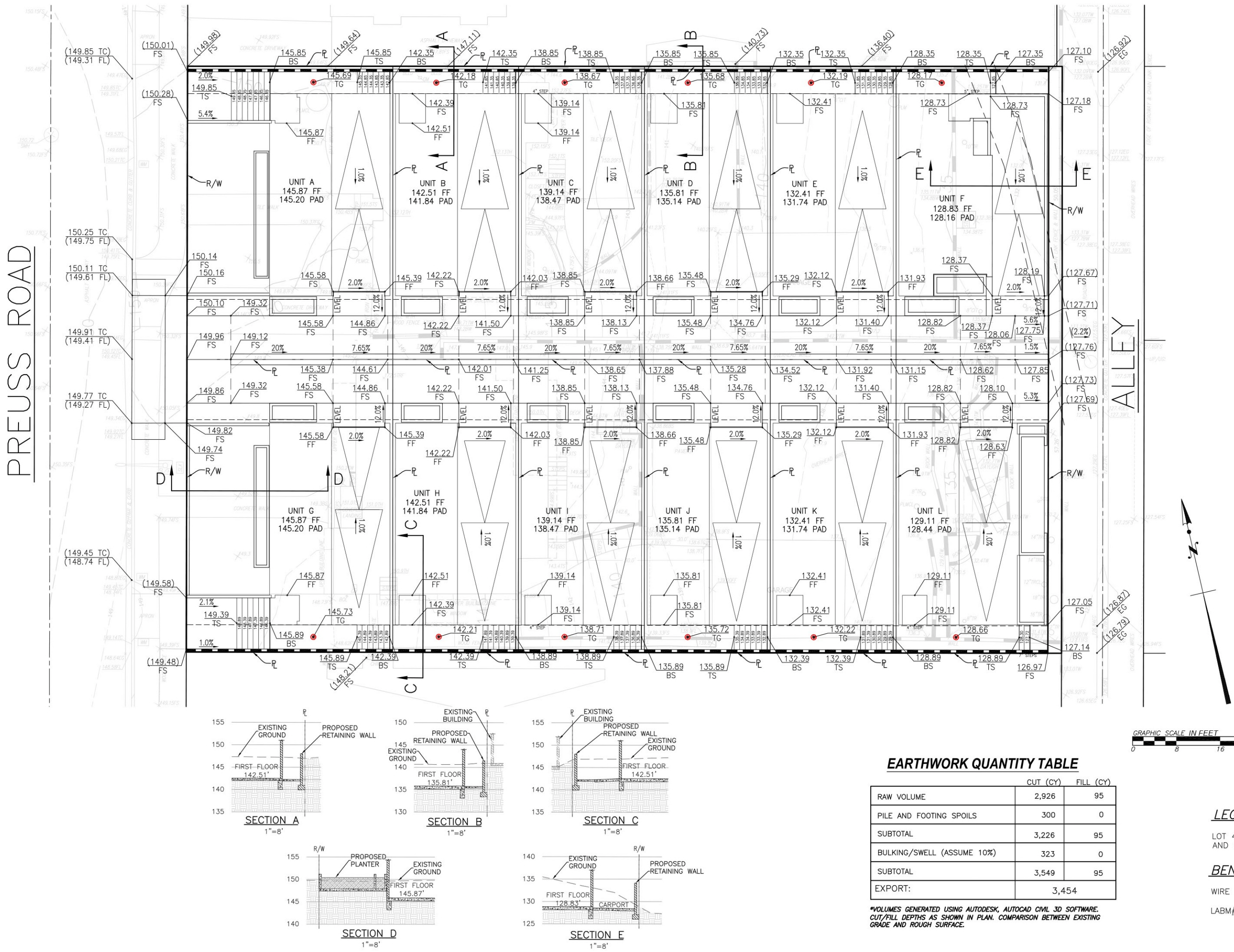
Figure 2

Project Location Map

The Preuss Road Project

USGS *Beverly Hills* and *Hollywood* Quadrangles (7.5-minute series)



GRAPHIC SCALE IN FEET

0 8 16 24 32

LEGEND OF ABBREVIATIONS & SYMBOLS

TC	TOP OF CURB
FL	FLOWLINE ELEV.
TG	TOP OF GRATE
R/W	RIGHT OF WAY
GB	GRADE BREAK
FG	FINISH GRADE
RG	ROUGH GRADE
EG	EXISTING GROUND
INV.	INVERT OF DRAIN
PAD	PAD ELEVATION
FF	FINISH FLOOR ELEV.
GF	GARAGE FINISH FLOOR ELEV.
FS	FINISH SURFACE ELEV.
EP	EDGE OF PAVEMENT
TW	TOP OF WALL ELEV.
TF	TOP OF FOOTING ELEV.
HP	HIGH POINT
LP	LOW POINT
LIP	LIP OF GUTTER
N.T.S.	NOT TO SCALE
TS	TOP OF STEP
BS	BOTTOM OF STEP

(2600)	EXIST. CONTOUR
2600	PROPOSED FINISHED CONTOUR
	PROPERTY LINE/LOT LINE
	TRACT BOUNDARY LINE
	CENTERLINE
	GRADED SWALE
	WALL
CUT / FILL 0	CUT/FILL LINE
	2:1 SLOPE (UNLESS NOTED OTHERWISE)
SD	STORM DRAIN PIPE

GENERAL NOTES:

1. THE STAMPED SET OF PLANS SHALL BE ON THE JOB SITE AT ALL TIMES.
2. ALL GRADED SLOPES SHALL BE PLANTED AND SPRINKLERED. SECTION 91.7012.1.
3. STANDARD 12 INCH HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES. SECTION 91.7013.3.
4. NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
5. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX DRY DENSITY WITHIN 40. FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER.
6. TEMPORARY EROSION CONTROL SHALL BE INSTALLED BETWEEN OCTOBER 1ST AND APRIL 15TH OBTAIN GRADING INSPECTOR & DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURE. SECTION 91.7007.1.
7. RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
8. ALL BACKFILL SHALL BE COMPACTED BY MECHANICAL MEANS TO A MINIMUM 90% RELATIVE COMPACTION AS DETERMINED BY ASTM METHOD D-1557. SUBDRAINS SHALL BE PROVIDED WHERE REQUIRED BY CODE.
9. THE SOILS ENGINEER IS TO APPROVE THE KEY OR BOTTOM AND LEAVE A CERTIFICATE ON THE SITE FOR THE GRADING INSPECTOR. THE GRADING INSPECTOR IS TO BE NOTIFIED BEFORE ANY GRADING BEGINS AND, FOR BOTTOM INSPECTION, BEFORE FILL IS PLACED. FILL MAY BE PLACED WITHOUT APPROVAL OF THE GRADING INSPECTOR.
10. REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE SITE EXCEEDS 60,000 S.F.
11. TOTAL AREA BEING GRADED: 16,872 SQ.FT. (0.39 ACRES)

EARTHWORK QUANTITY TABLE

	CUT (CY)	FILL (CY)
RAW VOLUME	2,926	95
PILE AND FOOTING SPOILS	300	0
SUBTOTAL	3,226	95
BULKING/SWELL (ASSUME 10%)	323	0
SUBTOTAL	3,549	95
EXPORT:	3,454	

*VOLUMES GENERATED USING AUTODESK, AUTOCAD CIVIL 3D SOFTWARE. CUT/FILL DEPTHS AS SHOWN IN PLAN. COMPARISON BETWEEN EXISTING GRADE AND ROUGH SURFACE.

LEGAL DESCRIPTION:

LOT 44 AND A PORTION OF LOT 45 OF TRACT NO. 1250, M.B. 18, PGS. 46 AND 47 AND A PORTION OF LOT 24, TRACT NO. 12110, M.B. 227, PGS. 39-42

BENCHMARK:

WIRE SPK W CURB ROBERTSON BL.; 10FT S OF BCR S OF SAWYER ST

LABM# 13-05709 EL=151.333FT (2000) NAVD 1988

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Figure 3
Project Development Map
The Preuss Road Project

The City of Los Angeles

The report has been prepared to comply with Mitigation Measure 4.5-1(a) of the City of Los Angeles Housing Element Environmental Impact Report (EIR). For all discretionary projects that involve excavation or grading activities at a depth greater than previous disturbance, Mitigation Measure 4.5-1(a) requires:

> …a resource assessment and records search for the presence of paleontological resources to determine if the project site is underlain by paleontological resources; monitor all excavation and grading activities in areas underlain by soils or geologic units potentially containing paleontological resources; and identify, record, and evaluate all paleontological resources uncovered during project construction and submit a paleontological assessment report to the City for review and approval. (City of Los Angeles 2021)

III. GEOLOGY

Geologically, the project is mapped by Bedrossian and Roffers (2012) as late to middle Pleistocene-aged old lacustrine, playa, and estuarine (paralic) deposits (light green areas labeled Qol on Figure 4). These deposits are described as slightly to moderately consolidated fine-grained sand, silt, mud, and/or clay from various lakes, playa, or estuarine environments. Mapping by Dibblee (1991) and Campbell et al. (2014) identifies these deposits as late Pleistocene-aged old shallow marine deposits on a wave-cut surface, consisting of generally unconsolidated sand, silty sand and gravel that commonly rest on wave-cut bedrock surfaces.

IV. PALEONTOLOGICAL RESOURCES

Definition

Paleontological resources are the remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains (including their impressions, casts, and molds) in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age (Society of Vertebrate Paleontology 2010) but may include younger remains (subfossils) when viewed in the context of local extinction of the organism or habitat. Fossils are considered a nonrenewable resource under state and local guidelines (see Section II of this report).

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Figure 4
Geologic Map
The Preuss Road Project
Geology after Bedrossian and Roffers (2012)

Paleontological Resource Records Search

A paleontological resource (fossil) records search was performed for the project by the Natural History Museum of Los Angeles County (LACM) (Bell 2025; Appendix B). According to Bell (2025), no fossil localities are known within the project. The closest locality is located approximately one mile southeast of the project, south of the intersection of Washington and Adams boulevards, consisting of elephant remains in Pleistocene deposits (LACM locality [loc.] 4250). Two miles to the northwest, basement excavations for a building yielded Pleistocene unidentified hoofed mammal bones (LACM loc. 3821). Pleistocene-aged bones of bison, mammoth, and microvertebrates (typically rodents) were found between one and two miles northeast of the project (LACM locs. 3329, 1238, and 4590). The world-famous La Brea Tar Pits are located just over two miles northeast of the project.

From literature, Rodda (1957) reports on rich invertebrate fossil localities near Castle Heights Avenue in the Cheviot Hills, containing dozens of species of Pleistocene mollusks. These localities are less than one mile west of the project, consist of early and late Pleistocene molluscan faunas, and are mapped within the same deposits as the project (Dibblee 1991; Bedrossian and Roffers 2012; Campbell et al. 2014). Jefferson (1991) lists a mammoth locality in Beverly Hills.

V. PALEONTOLOGICAL SENSITIVITY

Overview

The degree of paleontological sensitivity of any particular area is based on a number of factors, including the documented presence of fossiliferous resources on a site or in nearby areas, the presence of documented fossils within a particular geologic formation or lithostratigraphic unit, and whether the original depositional environment of the sediments was one that might have been conducive to the accumulation of organic remains that may have become fossilized over time. Holocene alluvium is generally considered to be geologically too young to contain significant nonrenewable paleontological resources (*i.e.*, fossils) and is therefore typically assigned a low paleontological sensitivity. Pleistocene (greater than 11,700 years old) alluvial and terrace deposits in the Los Angeles region, however, often yield important Ice Age terrestrial vertebrate fossils such as extinct mammoths, mastodons, giant ground sloths, extinct species of horse, bison, and camel, saber-toothed cats, and others (Jefferson 1991). Therefore, these Pleistocene sediments are accorded a high paleontological resource sensitivity.

Professional Standards

The Society of Vertebrate Paleontology (2010) has drafted guidelines that include four categories of paleontological sensitivity for geologic units (formations) that might be impacted by a proposed project, as paraphrased below:

- *High Potential:* Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered.

- *Undetermined Potential:* Rock units for which little information is available concerning their paleontological content, geologic age, and depositional environment, and that further study is needed to determine the potential of the rock unit.
- *Low Potential:* Rock units that are poorly represented by fossil specimens in institutional collections or based on a general scientific consensus that only preserve fossils in rare circumstances.
- *No Potential:* Rock units that have no potential to contain significant paleontological resources, such as high-grade metamorphic rocks and plutonic igneous rocks.

Based on these criteria, the Pleistocene deposits mapped at the project may be assigned a high potential to contain paleontological resources.

City cf Los Angeles Rating cf Paleontological Sensitivity

According to the EIR for the city, Pleistocene old alluvial fan and terrace deposits have a well-documented record of abundant and diverse vertebrate fauna within the Los Angeles Basin (City of Los Angeles 2021). Fossil specimens, including species of horses, ground sloths, bison, camels, mammoths, canids, rodents, and birds, have been reported. As such, these deposits are considered to have a high paleontological sensitivity by the city. These deposits are said to have a high potential to contain buried, intact paleontological resources that have a proven record to yield scientifically significant vertebrate fossils in Los Angeles County.

VI. CONCLUSIONS AND RECOMMENDATIONS

The Pleistocene-aged old paralic/alluvial deposits have the potential to yield significant paleontological resources, based on age, depositional environment, and regional fossil records. Therefore, paleontological monitoring is recommended during earth disturbance activities within undisturbed alluvial deposits, starting at the surface.

Based upon the conclusions and recommendations above, a Paleontological Resource Impact Mitigation Program (PRIMP) is warranted. The following PRIMP is suggested and, when approved by the City of Los Angeles and implemented, would reduce adverse impacts to potential paleontological resources to a level below significant.

Suggested Paleontological Resource Impact Mitigation Program

1. All mitigation programs shall be performed by a qualified professional (project) paleontologist, defined as an individual with a master's or doctorate in paleontology or geology, who has proven experience and is knowledgeable in professional paleontological procedures and techniques. Fieldwork may be conducted by a qualified paleontological monitor, defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall always work under the direction of a qualified paleontologist.

2. Starting at the surface, monitoring shall be conducted full-time in areas of grading or excavation in undisturbed Pleistocene-aged old paralic/alluvial deposits.
3. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify any concerned parties of the discovery.
4. Paleontological salvage during trenching and boring activities is typically from the generated spoils and will not delay trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Before the site is vacated and the fossils are moved to a safe place, notes are taken on the map location and stratigraphy of the site. On mass grading projects, discovered fossil sites are protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined through use of handheld Global Positioning System units. If a large terrestrial vertebrate that is too large to be easily removed by a single monitor, such as a large bone or a mammoth tusk, is found, a fossil recovery crew shall excavate around the find(s), encase the find(s) within a plaster and burlap jacket, and remove the find(s) after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help move the jacket to a safe location.
5. In alluvial deposits, small invertebrate fossils typically represent multiple specimens of a limited number of species, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material to check for the presence of invertebrates
6. In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary (alluvial) deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth. If indicators of potential microvertebrate fossils are found, screening of a test sample (approximately 600 pounds) is recommended, according to the Society of Vertebrate Paleontology guidelines. If feasible, wet screening shall be conducted on the project site. If screening yields significant fossils, then removing and processing a "standard sample" of 6,000 pounds shall be performed.

7. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (*e.g.,* a solution of acetone and Paraloid B-72).
8. Recovered specimens will be prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.
9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (*e.g.,* the Los Angeles County Museum of Natural History) shall be conducted. The paleontological program should include a written repository agreement prior to initiating mitigation activities. Prior to curation, the lead agency (the City of Los Angeles) will be consulted on the repository/museum to receive the fossil material.
10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to and accepted by the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (*i.e.,* fossils) that might have been lost or otherwise adversely affected without such a program in place.

VII. CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this paleontological report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief and have been compiled in accordance with CEQA criteria.

February 10, 2025

Todd A. Wirths, M.S., P.G. — Date
Principal Paleontologist
California Professional Geologist No. 7588

VIII. REFERENCES

Bedrossian, T.L., and Roffers, P.D. 2012. Geologic Compilation of Quaternary Surficial Deposits in Southern California, Los Angeles 30' X 60' Quadrangle. Special Report 217, Pl. 9, California Dept. of Conservation, Geological Survey.

Bell, A. 2025. Paleontological resources for the Preuss Road Project. Unpublished letter for BFSA Environmental Services, Poway, California, by the Natural History Museum of Los Angeles County, Los Angeles, California. (Appendix B)

Campbell, R.H., Wills, C.J., Irvine, P.J., and Swanson, B.J. 2014. Preliminary Geologic Map of the Los Angeles 30' X 60' Quadrangle, California, Version 2.1. California Dept. of Conservation, Geological Survey.

City of Los Angeles. 2021. Citywide Housing Element 2021-2029 and Safety Element Updates, City of Los Angeles Draft Environmental Impact Report. Chapter 4.5. https://planning.lacity.gov/development-services/eir/Housing-Element_2021-2029_Update_Safety-Element_Update_deir.

Dibblee, T.W., Jr. 1991. Geologic map of the Beverly Hills and Van Nuys (south 1/2) quadrangles, Los Angeles County, California. Dibblee Geological Foundation, Dibblee Foundation Map DF-31. Santa Barbara Museum of Natural History.

Jefferson, G.T. 1991. A catalogue of late Quaternary vertebrates from California: Part two, mammals. Natural History Museum of Los Angeles County, Technical Reports, no. 7: i-v + 1-129.

Rodda, P.U. 1957. Paleontology and Stratigraphy of some Marine Pleistocene Deposits in Northwest Los Angeles Basin, California. AAPG Bulletin v. 41, 11, pp. 2475-2492.

Society of Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources; by the SVP Impact Mitigation Guidelines Revision Committee: https://vertpaleo.org/wp-content/uploads/2021/01/SVP_Impact_Mitigation_Guidelines.pdf.

APPENDIX A

Qualifications of Key Personnel

Todd A. Wirths, MS, PG No. 7588

Senior Paleontologist

BFSA Environmental Services, A Perennial Company
14010 Poway Road • Suite A •
Phone: (858) 679-8218 • Fax: (858) 679-9896 • E-Mail: twirths@bfsa.perennialenv.com

BFSA Environmental Services
A Perennial Company

Education

Master of Science, Geological Sciences, San Diego State University, California **1995**

Bachelor of Arts, Earth Sciences, University of California, Santa Cruz **1992**

Professional Certifications

California Professional Geologist #7588, 2003
Riverside County Approved Paleontologist
San Diego County Qualified Paleontologist
Orange County Certified Paleontologist
OSHA HAZWOPER 40-hour trained; current 8-hour annual refresher

Professional Memberships

Board member, San Diego Geological Society
San Diego Association of Geologists; past President (2012) and Vice President (2011)
South Coast Geological Society
Southern California Paleontological Society

Experience

Mr. Wirths has more than a dozen years of professional experience as a senior-level paleontologist throughout southern California. He is also a certified California Professional Geologist. At BFSA, Mr. Wirths conducts on-site paleontological monitoring, trains and supervises junior staff, and performs all research and reporting duties for locations throughout Los Angeles, Ventura, San Bernardino, Riverside, Orange, San Diego, and Imperial Counties. Mr. Wirths was formerly a senior project manager conducting environmental investigations and remediation projects for petroleum hydrocarbon-impacted sites across southern California.

Selected Recent Reports

2019 *Paleontological Assessment for the 10575 Foothill Boulevard Project, City of Rancho Cucamonga, San Bernardino County, California*. Prepared for T&B Planning, Inc. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2019 *Paleontological Assessment for the MorningStar Marguerite Project, Mission Viejo, Orange County, California.* Prepared for T&B Planning. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2019 *Paleontological Monitoring Report for the Nimitz Crossing Project, City of San Diego.* Prepared for Voltaire 24, LP. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2019 *Paleontological Resource Impact Mitigation Program (PRIMP) for the Jack Rabbit Trail Logistics Center Project, City of Beaumont, Riverside County, California.* Prepared for JRT BP 1, LLC. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Monitoring Report for the Oceanside Beachfront Resort Project, Oceanside, San California.* Prepared for S.D. Malkin Properties. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Resource Impact Mitigation Program for the Nakase Project, Lake Forest, Orange County, San California.* Prepared for Glenn Lukos Associates, Inc. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Resource Impact Mitigation Program for the Sunset Crossroads Project, Banning, Riverside County*. Prepared for NP Banning Industrial, LLC. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Assessment for the Ortega Plaza Project, Lake Elsinore, Riverside County.* Prepared for Empire Design Group. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Resource Record Search Update for the Green River Ranch III Project, Green River Ranch Specific Plan SP00-001, City of Corona, California*. Prepared for Western Realco. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Assessment for the Cypress/Slover Industrial Center Project, City of Fontana, San Bernardino County, California*. Prepared for T&B Planning, Inc. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2020 *Paleontological Monitoring Report for the Imperial Landfill Expansion Project (Phase VI, Segment C-2), Imperial County, California*. Prepared for Republic Services, Inc. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2021 *Paleontological Assessment for the Manitou Court Logistics Center Project, City of Jurupa Valley, Riverside County, California*. Prepared for Link Industrial. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2021 *Paleontological Resource Impact Mitigation Program for the Del Oro (Tract 36852) Project, Menifee, Riverside County*. Prepared for D.R. Horton. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2021 *Paleontological Assessment for the Alessandro Corporate Center Project (Planning Case PR-2020-000519), City of Riverside, Riverside County, California.* Prepared for OZI Alessandro, LLC. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

2021 *Paleontological Monitoring Report for the Boardwalk Project, La Jolla, City of San Diego.* Prepared for Project Management Advisors, Inc. Report on file at Brian F. Smith and Associates, Inc., Poway, California.

APPENDIX B

Paleontological Resource Records Search Letter

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Research & Collections

e-mail: paleorecords@nhm.org

January 26, 2025

BFSA Environmental Services
Attn: Todd A. Wirths

re: Paleontological resources records search for the Preuss Road Project (BFSA Project No. 25-011)

Dear Todd:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for proposed development at the Preuss Road project area as outlined on the portion of the Beverly Hills USGS topographic quadrangle map that you sent to me via e-mail on January 17, 2025. We do not have any fossil localities that lie directly within the proposed project area, but we do have fossil localities nearby from the same sedimentary deposits that may occur in the proposed project area, either at the surface or at depth.

The following table shows the closest known localities in the collection of the Natural History Museum of Los Angeles County (NHMLA).

Locality Number	Location	Formation	Taxa	Depth
LACM VP 4250	250 yards south of Adams & Washington Streets	Undetermined (Pleistocene)	Elephant (*Elephas*)	Unknown
LACM VP 3821	NE corner of the intersection of Wilshire Blvd. & Bedford Ave	Older alluvium (sand & clay)	Ungulata	Unrecorded, basement excavations for the Security Pacific Bank Building
LACM VP 3329	Between Country Club Drive (now Olympic Blvd.) & Moore Drive on Schumacher Drive	Unnamed formation (Pleistocene; fluvial deposit)	Bison (*Bison*)	16 feet bgs
LACM VP 1238	Olympic Ave & Alvira St	Older alluvium	Mammoth (*Mammuthus*)	13 feet bgs
LACM VP 4590	Near intersection of Stanley Street & 8th Street	Palos Verdes Sand	Microvertebrates (unspecified)	18.5 feet bgs

VP, Vertebrate Paleontology; IP, Invertebrate Paleontology; bgs, below ground surface

This records search covers only the records of the NHMLA. It is not intended as a paleontological assessment of the project area for the purposes of CEQA or NEPA. Potentially fossil-bearing units are present in the project area, either at the surface or in the subsurface. As such, NHMLA recommends that a full paleontological assessment of the project area be conducted by a paleontologist meeting Federal (43 Code of Federal Regulations Part 49.110) or Society of Vertebrate Paleontology standards.

Sincerely,

Alyssa Bell, Ph.D.
Natural History Museum of Los Angeles County

Department of Toxic Substances Control

Go to ID Profile

Contact Us

Settings

Hazardous Waste Tracking System

Handler Search

Reports

ID Number

Log In

Search by...

1904 Preuss Rd, Los Angeles, CA 90034

Filters

Advanced Search

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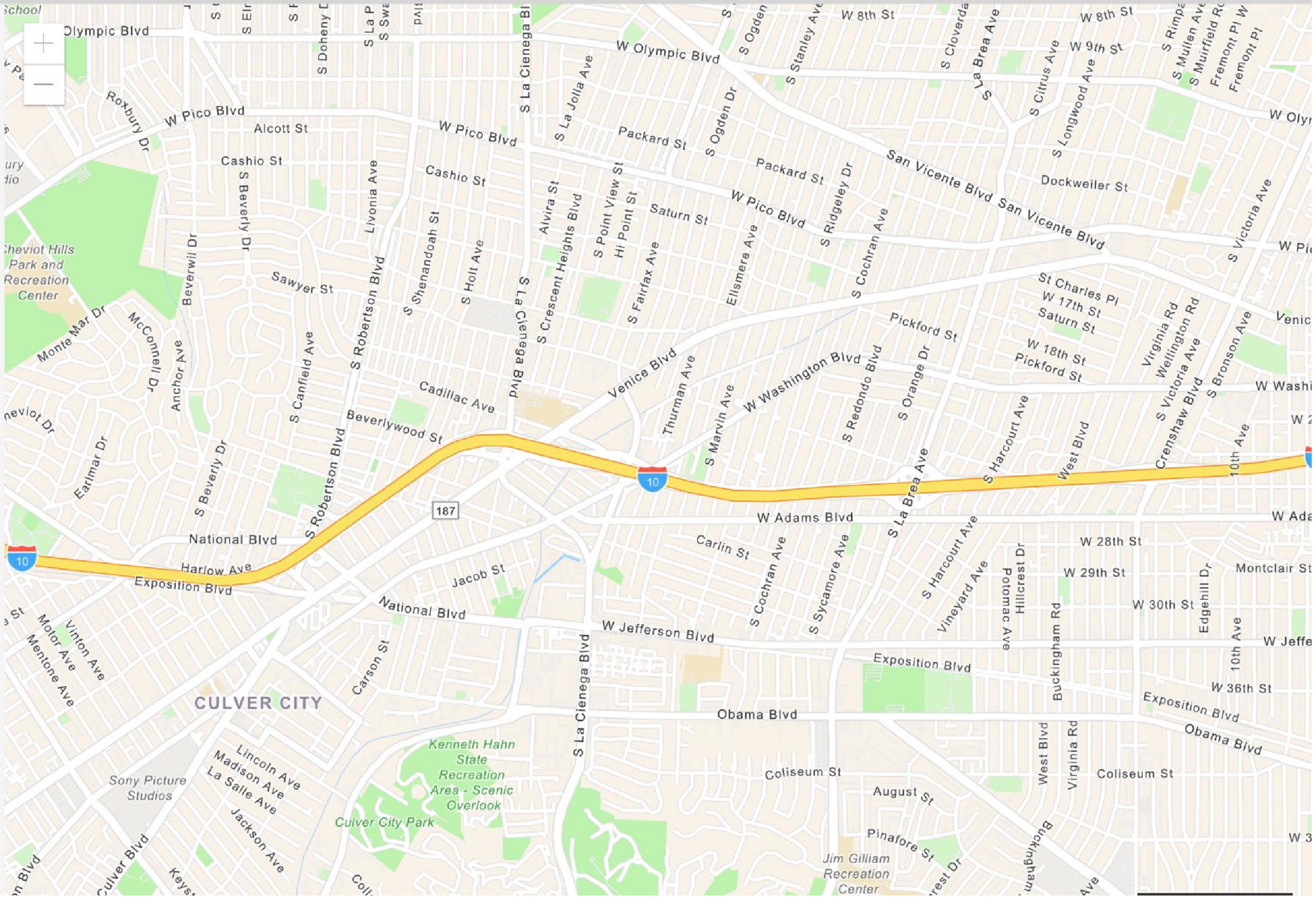

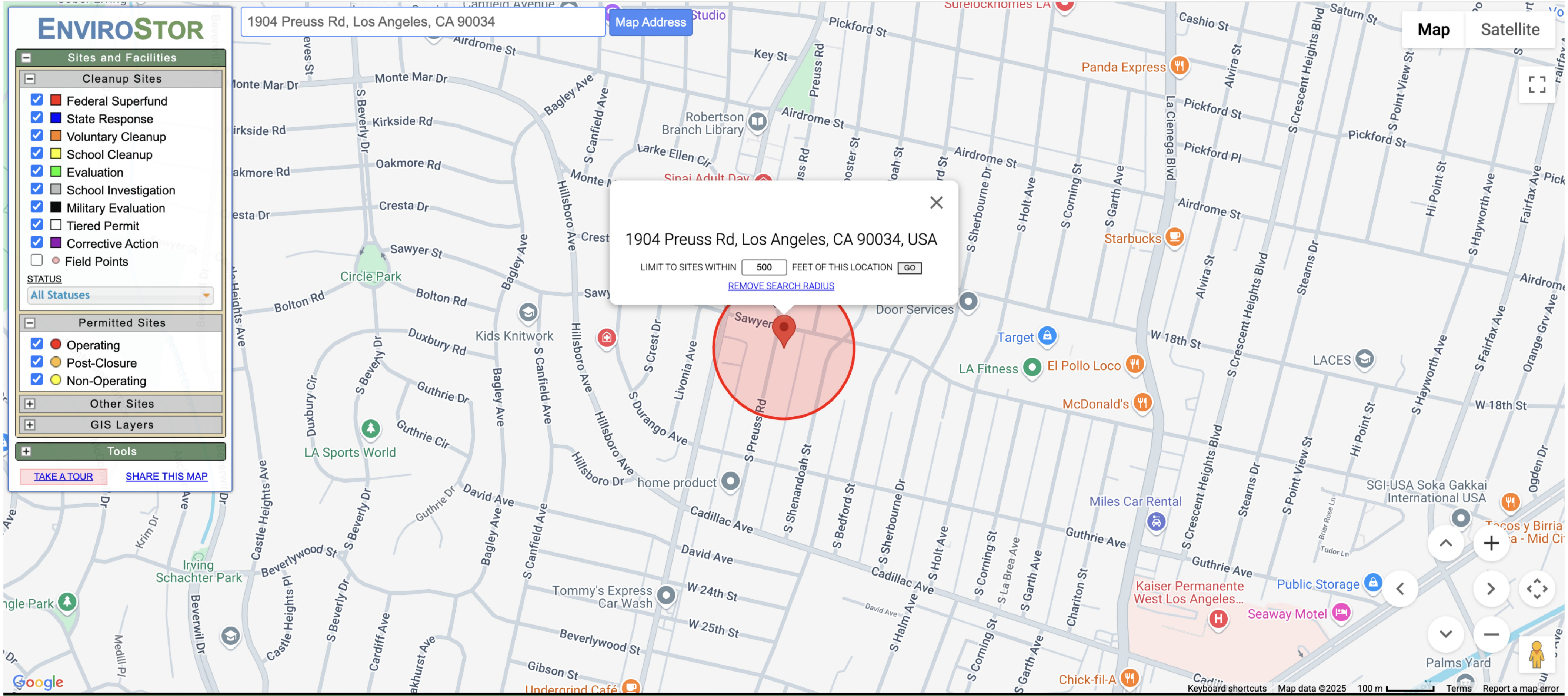

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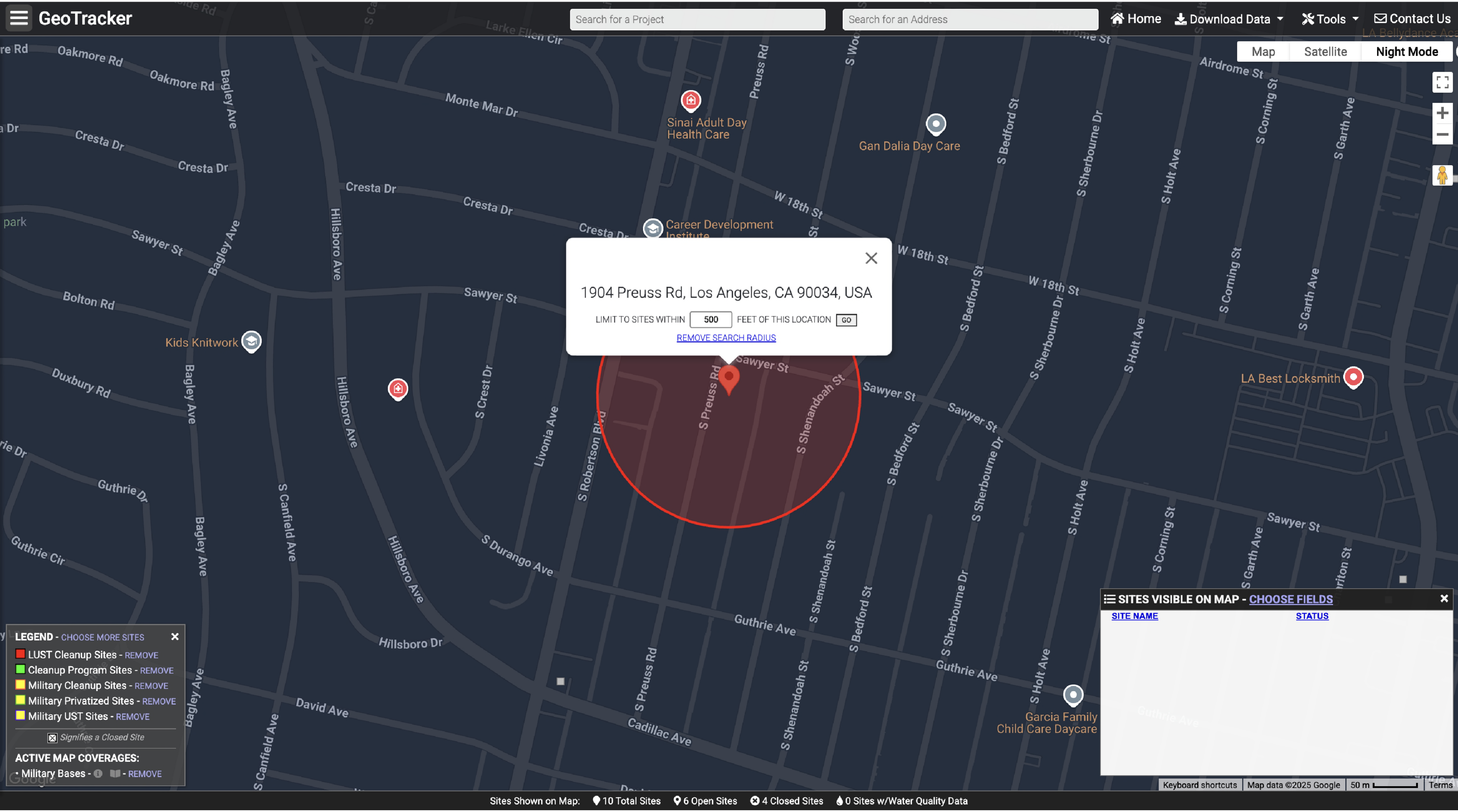
PROJECT NAME	STATUS	PROJECT TYPE	ADDRESS	CITY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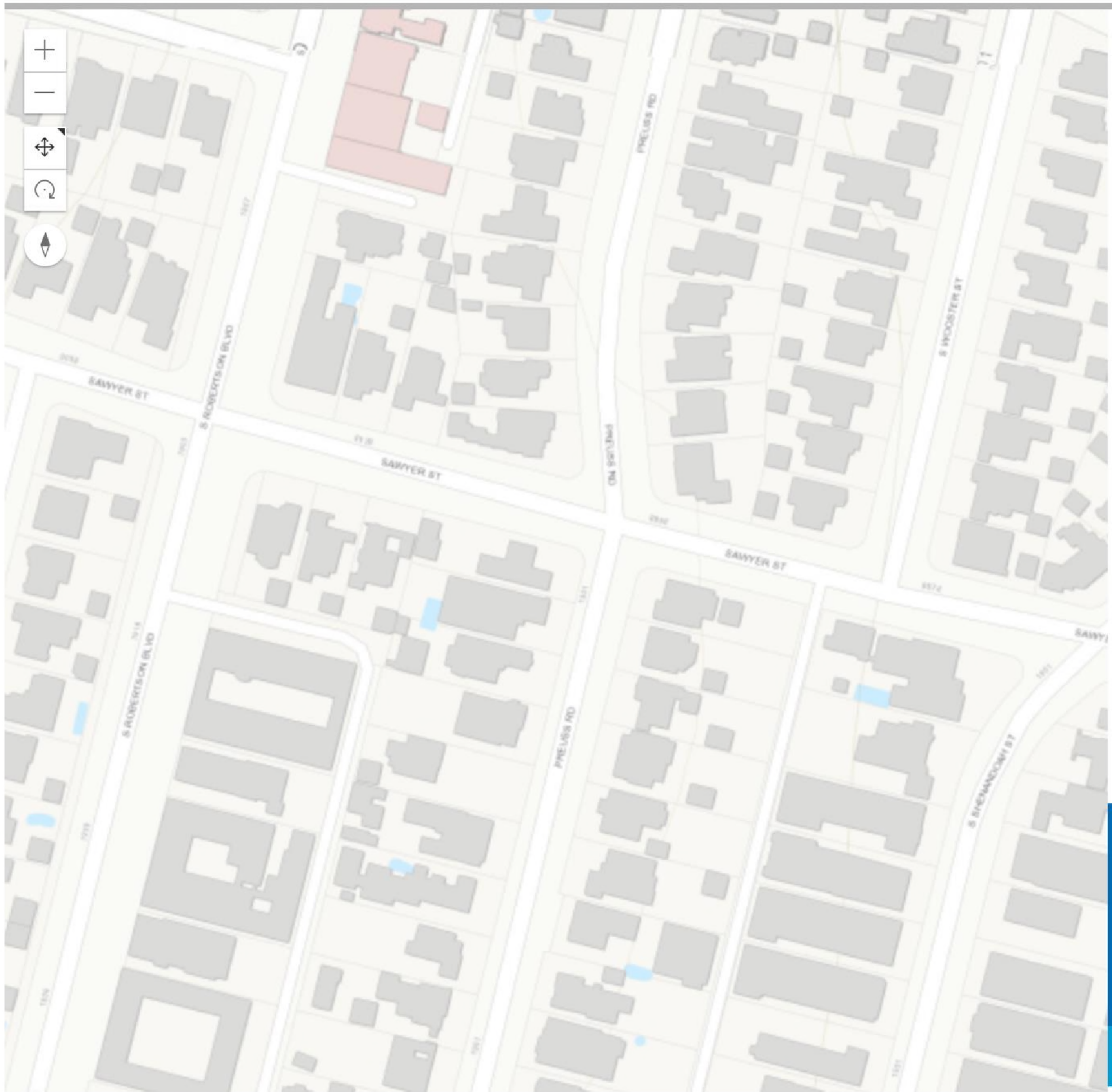
Search for a Project
Search for an Address
Home
Download Data
Tools
Contact Us
Map
Satellite
Night Mode
Sinai Adult Day Health Care
Gan Dalia Day Care
Career Development Institute
Kids Knitwork
LA Best Locksmith
Garcia Family Child Care Daycare
1904 Preuss Rd, Los Angeles, CA 90034, USA
LIMIT TO SITES WITHIN 500 FEET OF THIS LOCATION GO
REMOVE SEARCH RADIUS
SITES VISIBLE ON MAP - CHOOSE FIELDS
SITE NAME
STATUS
LEGEND - CHOOSE MORE SITES
LUST Cleanup Sites - REMOVE
Cleanup Program Sites - REMOVE
Military Cleanup Sites - REMOVE
Military Privatized Sites - REMOVE
Military UST Sites - REMOVE
Signifies a Closed Site
ACTIVE MAP COVERAGES:
Military Bases - REMOVE
Keyboard shortcuts
Map data ©2025 Google
50 m
Terms
Sites Shown on Map: 10 Total Sites 6 Open Sites 4 Closed Sites 0 Sites w/Water Quality Data

South Coast AQMD

Facility INformation Detail (F.I.N.D.)

Select Search Type: Find a Facility | Name: | Street: 1904 Preuss Road | City: Los Angeles | Zip: 90034 | RECLAIM | TITLE V | SEARCH



SEARCH RESULTS

0 Results

Street: 1904 Preuss Road

City: Los Angeles

Zip: 90034

Reclaim

Title

Clear all Filters

There are no facilities that match your search criteria. If you think this result is incorrect, call the number below.

South Coast AQMD

South Coast Air Quality Management District

21865 Copley Dr, Diamond Bar, CA 91765

909-396-2000

API Link for Report Data: (Copy and paste the link below to view the data from this report): https://data.epa.gov/efse

Copy CSV Excel Print JSON

FACILITY INFORMATION	ICIS-Air	ACRES	BR	SEMS	GHG	ICIS-NPDES	RCRA	TRI
MITAGE CLEANERS 1842 S ROBERTSON BLVD UN A, LOS ANGELES, CA, 90035 Latitude:34.04549, Longitude:-118.38607 Summary Report Facility Report Compliance Report							View Report	

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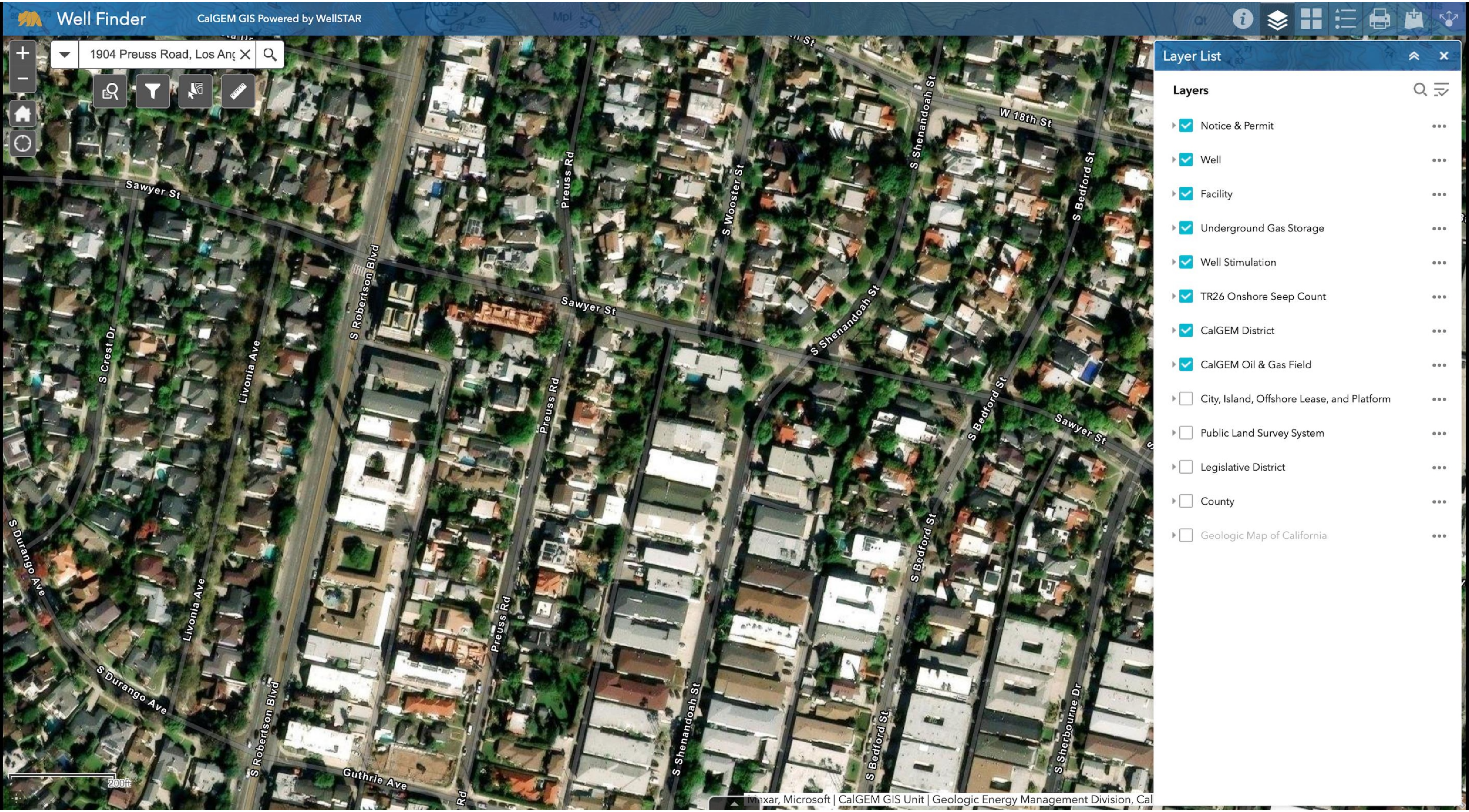
Contact Us to ask a question, provide feedback, or report a problem.

Last updated on March 6, 2025


Well Finder
CalGEM GIS Powered by WellSTAR
1904 Preuss Road, Los Ang
Layer List
Layers
Notice & Permit
Well
Facility
Underground Gas Storage
Well Stimulation
TR26 Onshore Seep Count
CalGEM District
CalGEM Oil & Gas Field
City, Island, Offshore Lease, and Platform
Public Land Survey System
Legislative District
County
Geologic Map of California
Sawyer St
W 18th St
S Robertson Blvd
Preuss Rd
S Wooster St
S Shenandoah St
S Bedford St
S Crest Dr
Livonia Ave
S Durango Ave
S Sherbourne Dr
Guthrie Ave
200ft
Maxar, Microsoft | CalGEM GIS Unit | Geologic Energy Management Division, Cal

1904-1906 S Preuss Road, Los Angeles, CA 90034
Owner's Affidavit of Site Hazards and Hazardous Materials

April 10, 2025

We, Marc and Risa Dauer, are the owners of the above-named property at 1904-1906 S Preuss Road, Los Angeles, 90034.

As the current owners, we certify that we are not aware of nor do we have any reason to believe that the Project site has previously been used for an industrial use, gas station, or dry cleaner, nor is otherwise contaminated with hazardous substances. Furthermore, the land does not currently nor has it previously been designated with an industrial use class or industrial zoning.

Print Name: Marc Steven Dauer

Signature: Marc S. Dauer

See Attached Certificate

Print Name: Risa Carin Dauer

Signature: Risa Carin Dauer

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On April 10th, 2025 before me, David S. Andrade, Notary Public
Date *Here Insert Name and Title of the Officer*

personally appeared Marc Steven Dauer & Risa Carin Dauer
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

DAVID S. ANDRADE
Notary Public - California
Los Angeles County
Commission # 2479188
My Comm. Expires Jan 11, 2028

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature ____________
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document
Title or Type of Document: Owner's Affidavit
Document Date: 04/10/2025 Number of Pages: 01
Signer(s) Other Than Named Above: ____________

Capacity(ies) Claimed by Signer(s)

Signer's Name: ____________
☐ Corporate Officer — Title(s): ____________
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: ____________
Signer Is Representing: ____________

Signer's Name: ____________
☐ Corporate Officer — Title(s): ____________
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: ____________
Signer Is Representing: ____________

ADDENDUM SOILS ENGINEERING EXPLORATION

Proposed Twelve Structures

Lots 24 Tract 12110, and Lot 44, TR1250

1904 and 1906 South Preuss Road

Los Angeles, California 90034

for

Dr. and Mrs. Dauer

SG 9402-W March 24, 2023

SCHICK GEOTECHNICAL, INC.
7650 Haskell Avenue, Suite D, Van Nuys, California 91406 (818) 905-8011

ADDENDUM SOILS ENGINEERING EXPLORATION

Proposed Twelve Structures

Lots 24 Tract 12110, and Lot 44, TR1250

1904 and 1906 South Preuss Road

Los Angeles, California 90034

INTRODUCTION

The following report summarizes the findings of our addendum soils engineering exploration with respect to a revised development plan to include both lots. The purpose of this report is to evaluate the nature, distribution, engineering properties, and geologic structure of the earth materials underlying the site and is limited to the area of the proposed structures.

Intent

It is the intent of this report only to aid in the design and completion of the proposed project. Implementation of the "Conclusions and Recommendations" section of this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are subject to the general conditions described in the "Notice" section of this report.

EXPLORATION

The scope of this exploration is based on the plan provided by your architect. It is limited to the area of the proposed structures on each of the contiguous lots, as shown on the enclosed Map. The field exploration for 1904 Preuss Road was conducted on April 8, 2017, with the aid of hand labor and field mapping. It included excavating 5 hand-dug test pits up to 20 feet deep and field mapping. Samples of the earth materials encountered were returned to the laboratory for testing and analysis. Downhole observation of the earth materials was performed by the project geologist. Office tasks included laboratory testing, engineering analysis, and the preparation of this report. Procedures and results of the laboratory testing are presented in Appendix I. The test pit logs are shown on the enclosed Table I. Surface conditions and the location of the test pits are shown on the enclosed Map. Additional field exploration was performed on 1906 Preuss on January 24, 2022 with the test pit logs included.

PROPOSED PROJECT

The previously proposed structure for 1904 Preuss was approved by the City of Los Angeles Department of Building and Safety Grading Division. The plan has been revised to include the contiguous site, 1906 Preuss Road. The required Fault Study was performed and approved for 1904 Preuss Road ("*Fault Rupture Hazard Investigation, Proposed New Residential Development, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California,*" dated, June 14, 2018). The scope of the proposed work has been revised is to include the contiguous development on 1906 Preuss Road.

REFERENCES

Previous work performed on the site includes:

"Soils Engineering Exploration, Proposed Apartment with Basement, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated November 15, 2017;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108, dated December 21, 2017;

"Fault Rupture Hazard Investigation, Proposed New Residential Development, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," dated, June 14, 2018;

"Response to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated June 18, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108-01, dated July 12, 2018;

"Response #2 to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated July 17, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108-02, dated August 21, 2018;

"Response #3 to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated August 23, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Approval Letter, Log #101108-03, dated August 28, 2018;

Email from BOE Central District, Excavation Counter, dated December 7, 2018;

"Response to BOE Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated January 23, 2019;

"Addendum Soils Engineering Exploration, Proposed Two Structures with Basement, Lot 24, Tract 12110, 1904 S. Preuss Road, Los Angeles, California 90034, dated March 1, 2021;

City of Los Angeles Department of Building and Safety, Grading Division, Approval Letter, Log #117724, dated August 3, 2021 (1904 Preuss).

SITE DESCRIPTION

The gently sloping sites are located on the east side of the street, in the City of Los Angeles, California. The existing sites are developed with a single family residence with s detached garage. Past grading associated with the construction of the existing developments consisted of placing approximately 1 to 3 feet of uncertified fill over the natural grade. Seeps, springs, and ground water were not encountered in the test pits to a depth of 20 feet.

EARTH MATERIALS

Fill

Fill blankets the sites and was encountered in the test pits to an observed depth of 1 to 3 feet. The uncertified fill consists of sandy silt which is medium brown, slightly moist, and medium dense.

Soil

The alluvial terrace is blanketed with a 2 to 3-foot thick layer of natural soil. The soil consists of sandy silt with clay binder which is dark brown, slightly moist, and medium dense.

Alluvial Terrace

Alluvial terrace encountered in the test pits consists of silty clayey sand which is light brown, moist, and stiff.

SEISMIC CONDITIONS

The Southern California region is located within a tectonically active portion of the earth's crust which has produced both small and sizeable earthquakes throughout recorded history and before. As the earth's crust continuously adjusts itself, stresses and strains are built up along discontinuities, referred to as faults. Faults can be generally classified as active, potentially active, or inactive. Faults are considered active if they have produced seismic activity within the past 11,000 years. Faults are considered potentially active if there has been seismic activity along the fault between 11,000 and 1,000,000 years. Inactive faults have not produced any seismic activity within the past 1,000,000 years.In an effort to better inform the public regarding seismic risk, the State of California passed the Alquist-Priolo Special Studies Act in 1972 following the 1971 San Fernando Earthquake. Active faults within the state were identified and zones were established limiting construction within the zones. Following the damaging 1989 Loma Prieta Earthquake, the state enacted the Seismic Hazard Mapping Act (SHMA) in 1990. The Department of Conservation was empowered to prepare a set of maps designating areas within Los Angeles and a portion of Ventura Counties which are susceptible to seismic slope instability and liquefaction. Recently, real estate disclosure laws have been modified to require disclosure if a property is affected by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazard Mapping Act. As of March 1, 1998, either the Local Option Real Estate Transfer Disclosure Statement or The Natural Hazard Disclosure Statement is required for disclosures. The subject property is not located within any special studies zone (Alquist-Priolo Act, 1972) and no known active fault crosses the site.

Following the 1994 Northridge Earthquake, the Department of Conservation, Division of Mines and Geology established areas which are considered to be susceptible to seismically-induced slope failure and liquefaction. These seismic safety zones were published as a series of maps, initially released in 1996. Liquefaction is a process in which seismic energy causes pore pressure within an area underlain by shallow groundwater (less than 40 feet deep) to exceed the overburden pressure of the soil. The result is a temporary loss of bearing capacity, causing structures to sink into the ground. This process is considered hazardous since liquefaction can result in significant structural failure.

The L.A.D.B.S. Parcel Profile Report indicates that the site is not located within a zone potential liquefaction or landsliding.

The site is located within an Alquist-Priolo Fault Study Zone. Based upon the referenced approved Fault Study and referenced approved SGI report, a trace of the fault is not located onsite. Should a nearby segment of the fault experience movement, very strong ground motion will occur. The site is located within a methane buffer zone.

Seismic Design

The following seismic factors were obtained from the latest ASCE 7-16 website.

Seismic Factors	Value	Reference
Site Class	D	Chapter 20 of ASCE 7
Mapped Spectral Response Acceleration at 0.2 second Period (Ss)	2.06g	Figure 1613.3.1(1)/ CBC
Mapped Spectral Response Acceleration at 1.0 second Period (S_1)	0.733g	Figure 1613.3.1(2)/ CBC
Site Coefficient Fa	1.0	Table 1613.3.3(1)/CBC
Site Coefficient Fv	1.7	Table 1613.3.3(2)/CBC
Maximum Considered Earthquake Spectral Response Acceleration at 0.2 second Period (Sms)	2.06g	Equation 16-37/CBC
Maximum Considered Earthquake Spectral Response Acceleration at 1.0 second Period (Sm_1)	1.256g	Equation 16-38/CBC
Design Spectral Response Acceleration at 0.2 second Period (Sds)	1.373g	Equation 16-39/CBC
Design Spectral Response Acceleration at 1.0 second Period (Sd_1)	0.838g	Equation 16-40/CBC
Seismic Design Category	E	Chapter 20 of ASCE 7

Due to the nature and density of the earth materials underlying the subject property and the depth to groundwater, earthquake induced liquefaction, consolidation and differential settlement are not likely to occur on the site.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the referenced exploration, it is the finding of SGI that the proposed structures is feasible from a soils engineering standpoint provided the advice and recommendations contained in this report are included in the plans and are properly implemented during construction.

The recommended bearing material is the dense natural alluvial terrace encountered in the test pits at approximately 3 to 5 feet below existing grade. The following recommendations which are from the referenced approved report, remain applicable. The referenced SGI report indicates that a fault trace is not located on 1904 Preuss Road. Based upon the orientation of the fault zone shown in the approved report, 1906 Preuss Road is a greater distance from the fault. The setback from the west limit of the zone is shown on the enclosed Geologic Map. The referenced approved Fault Study is applicable for both of the sites.

FOUNDATION DESIGN

Spread/Pad Footings

Deepened continuous and/or pad footings may be used for support provided they are founded into the alluvial terrace. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24 inches square.

The following chart contains the recommended design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (pcf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Passive Earth Pressure (psf)
Alluvial Terrace	24	2,000	0.3	300	1,500

For bearing calculations, the weight of the concrete in the footing may be neglected. The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one third. All continuous footings must be reinforced with four #4 steel bars; two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose materials and approved by the geologist prior to placing forms, steel or concrete.

RETAINING WALLS

The proposed development will utilized a series of 'stepped' retaining walls up to 10 feet high. Retaining walls up to 10 feet high should be designed to resist an active earth pressure such as that exerted by the future compacted backfill. The 'active' pressure assumes that the retaining wall will be allowed to deflect 0.01H to 0.02H. If the retaining wall is not allowed to deflect it should be designed by the structural engineer for a restrained condition.

The recommended equivalent fluid pressure for basement retaining walls up to 10 feet high may utilize an at-rest earth pressure of 40pcf plus an induced seismic pressure of 55pcf. Perimeter retaining walls, with a zero property line condition may be designed for at-rest pressure of 67pcf, with an additional seismic induced pressure of 31pcf. A swelling surcharge should be applied from the base of the wall for the full height. Additional adjacent surcharges shall be applied by the structural engineer where they occur (see calculation for scaled surcharge) The shoring piles may be incorporated into the final wall design with shotcrete panels.

Basement walls which have horizontal movement restricted at the top shall be designed for earthquake load, taken as equivalent to the pressure exerted by a fluid plus seismically-induced earth pressure. The wall pressure stated assumes that the wall has been backfilled as outlined in the Retaining Wall Backfill section. Foundation design parameters, as given in the preceding section, may be used for retaining walls. All loose material shall be cleared from the foundation excavations. Water shall not be allowed to pond or drain into or through the footing trench excavations.

SHORING PILES

It is anticipated that cantilevered shoring piles will be utilized to provide support for the north and south basement excavations where lateral support is removed from the adjoining sites. The shoring piles will be incorporated into the final wall design with shotcrete panels. The structural engineer should design the shoring system for a maximum deflection of ½ inch. The Geotechnical Engineer of Record should review and approve the shoring plans.

Based on the plans, the maximum height of shoring is anticipated to be approximately 10 feet when measured from the top of the excavation to the bottom of the foundations. Where the surface of the retained grade is level, it may be assumed that drained soils for temporary conditions will exert a lateral pressure equal to that developed by a fluid with a density of 67 pcf, plus scaled surcharges (ref: enclosed calculations). For the design of shoring piles spaced at least 2.5 diameters on centers, the allowable lateral bearing value (passive value) of the soils below the bottom of the excavation may be assumed to be zero at the excavated surface, increasing at the rate of 300 psf of depth, to a maximum of 2,500 psf. To develop the full lateral value, provisions should be taken to assure firm contact between the piles and the undisturbed soils. The lower portion of each soldier pile should consist of structural concrete. That portion of the pile located above the excavation bottom may consist of lean-mix concrete. The concrete used in the lower portion of the shoring pile located below the planned excavation bottom should be of sufficient strength to adequately transfer the imposed loads to the surrounding alluvial terrace. That portion of the shoring pile located below the excavated level may be used to resist downward loads, provided that the portion of the pile consists of structural concrete, as discussed in the preceding paragraph. The frictional resistance between the concrete soldier piles and the alluvial terrace below the excavated level may be taken as equal to 700 psf.

It is recommended that the following reduction factors as recommended in the Naval Facilities Engineering Command Design Manual 7.02 be used by the Project Structural Engineer in the calculations of allowable lateral bearing pressure in the design of piles, if the center-to center spacing between adjacent piles is less than 8 times of the pile diameters.

Ratio of Pile Center to Center Spacing	8D	6D	4D	3D
Reduction factor	1.0	0.75	0.4	0.25

D: Pile Diameter

It is recommended that the reduction factor calculated in accordance with the following equations be used by the Project Structural Engineer in the calculations of allowable vertical bearing pressure in the design of piles if the center-to center spacing between adjacent piles is less than 3 times of the pile diameters. The illustration of the reduction factors for pile group is shown on Figure 1.

$$RF = [2\ (m + n - 2)\ s + 4\ D] / m\ n\ \pi\ D$$
$$s = [1.57\ D\ m\ n - 2D] / [m + n - 2]$$

Where
RF: reduction factor
m: number of pile columns
n: number of pile rows
D: pile diameter

LAGGING

It is anticipated that lagging will be required between the shoring piles for the full height of the proposed excavation. Lagging should consist of treated lumber and be backfilled with lean-mix concrete to ensure full contact between the excavated soils and lagging boards. The shoring piles should be designed for the full anticipated lateral pressure. The pressure on the lagging, however, will be less due to arching in the earth materials. The lagging should be designed for the recommended earth pressure but limited to a maximum value of 400 psf.

DEFLECTION

It is difficult to accurately predict the amount of deflection of a shored embankment. Due to the proximity of the offsite structures, it is recommended that the structural engineer design the temporary shoring piles and the retaining walls to prevent any deflection. To reduce deflection of the shoring piles, a greater active pressure could be used in the shoring design. Survey control markers must be provided prior to any construction, and periodically monitored by the surveyor. A pre-construction 'survey' should be performed to photograph and document the surrounding structures and site conditions.

Lateral Loads

Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the alluvium. A coefficient of friction of (0.3) may be used between the foundations and within the alluvial deposits. The passive resistance may be assumed to act as a fluid with a density of (300) pounds per cubic foot. A maximum passive earth pressure of (2,500) pounds per square foot may be assumed. For bearing calculations, the weight of the concrete in the footing may be neglected. The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third. Footings should be cleaned of all loose materials and approved by the geologist prior to placing forms, steel or concrete.

Waterproofing

Walls located below grade are susceptible to moisture penetration and no waterproofing system can guarantee 100% protection. The most effective means of providing protection against moisture penetration is application of a waterproofing system on the backside of the retaining wall, prior to backfilling. Waterproofing paints, such as Drylok, which are applied to the face of walls can sometimes be effective, but should only be considered a temporary or remedial measure. Additional applications will likely be necessary and the long term effectiveness is difficult to predict. Bentonitic clay panels have also proven to be very effective. It is recommended that the foundation contractor provide recommendations for proven waterproofing systems to be utilized.

In addition to waterproofing, other precautions can be taken to reduce the possibility of future seepage problems. Implementing and maintaining proper surface drainage control on the site and around the retaining walls is very important. Surface water ponding must be completely eliminated on the site and behind retaining walls through the proper use of area drains, roof gutters and downspouts and surface drains which conduct drainage to an approved location. A subdrain behind the retaining walls which daylights to the atmosphere is required. The subdrain should be backfilled with 3/4-inch crushed gravel to facilitate the collection of water. Positive drainage away from the footings, waterproofing, compaction of trench backfill and subdrains can help to reduce moisture intrusion.

Retaining Wall Backfill

Retaining wall backfill should be compacted to a minimum dry density of 90 percent of the maximum dry density as determined by ASTM D 1557. If the earth materials contain less than 15 percent clay, the minimum compaction must be 95 percent. The placement of the fill will require that the existing earth materials be completely removed to expose bedrock prior to the placement of fill. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with 3/4-inch crushed gravel to within 2 feet of the ground surface. Where the area between the wall and the excavation exceeds 24 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper 2 feet of backfill above the gravel should consist of a compacted fill blanket to the surface.

FLOOR SLAB

Decking, slabs and walkways are likely to experience cracking as the result of the curing process of the concrete. Shrinkage cracks are very difficult to prevent from occurring. Expansion joints are commonly installed within exterior decks in an effort to control the location of the inevitable cracks. The recommended steel reinforcement is intended to reduce the severity of cracking and must be properly installed to ensure proper performance. Rigid or brittle floor coverings, such as tile or marble may also experience cracking during the curing process of the concrete slab underneath and/or minor settlement. Providing a slip sheet between the slab and floor covering will help to reduce cracking of the floor covering.

Floor slabs must be cast over dense alluvium or a uniform thickness of approved compacted fill. The slab must be a minimum of 4 inches thick and reinforced with a minimum of #4 bars on 16 inch centers, each way. Slabs which will be provided with a floor covering should be protected by a minimum of a 10-mil polyethylene plastic vapor barrier. The vapor barrier should be either placed beneath the concrete slab and overlying 4 inches of gravel, or sandwiched between two 2-inch layers of gravel to protect the vapor barrier from punctures and to aid in the concrete curing. The vapor barrier should be properly sealed in the joint areas. If the vapor barrier is to be placed beneath the concrete slab, a low slump concrete should be used to minimize possible damage of the barrier caused by curling of the concrete slab.

GRADING

The following guidelines may be used in preparation of the grading plan and job specifications for floor slab support. The slab should be supported by a uniform thickness of compacted fill. SGI would appreciate the opportunity of reviewing the plans to insure that these recommendations are included.

A. The areas to receive compacted fill shall be stripped of all fill and shall be observed by the soils engineer and/or geologist prior to placing compacted fill.

B. Following excavation of the overburden materials, the exposed grade should then be scarified to a depth of six inches, moistened to optimum content, and recompacted to 90 percent of the maximum density.

C. Fill, consisting of soil approved by the soils engineer, shall be placed horizontally in compacted layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than six inches in diameter shall not be used in the fill.

D. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the material used. The maximum density shall be determined by ASTM D 1557-91 or equivalent. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, the fill shall be compacted to 95 percent relative compaction.

E. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained. One compaction test is required for each 500 cubic yards or two vertical feet of fill placed.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. A settlement of ¼ to ½ inch may be anticipated. Differential settlement should not exceed ¼ inch.

Excavation Characteristics

The 20-foot deep test pit did not encounter groundwater or seepage.

DRAINAGE

Pad and roof drainage must be collected and transferred to the street in non-erosive drainage devices. Drainage must not be allowed to pond on the pad or against any foundation or retaining wall. Numerous area drains must be installed on the site to prevent ponding. Planters located adjacent to the structure should be waterproofed to the depth of footings and provided with area drains.

PLAN REVIEW

Formal plans ready for submittal to the Building Department must be reviewed by SGI. Any change in scope of the project may require additional work.

SITE OBSERVATION

It is recommended that all excavations be observed by the geologist or geotechnical engineer prior to placing forms, concrete, or steel. Should the observations reveal any unforeseen hazard, the geologist will provide additional recommendations. All fill that is placed must be approved, tested, and verified if used for engineered purposes. The entire length of subdrain behind retaining walls must be observed by a representative of this office an the City. All gravel backfill above the subdrain must be observed by a representative of SGI prior to placing a minimum of two feet of controlled fill as a cap. Please advise SGI at least 24 hours prior to any required site visit. All approved reports, plans, and permits must be at the site for review.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site per OSHA requirements.

Please call this office with any questions. This report and the exploration are subject to the following NOTICE. Please read the Notice carefully, as it limits our liability.

NOTICE

General

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by us and the conclusions and recommendations are modified or reaffirmed after such review. The subsurface conditions, excavation characteristics, and geologic structure described herein and shown on the enclosed cross section have been projected from excavations on the site as indicated and should in no way be construed to reflect any variations that may occur between these excavations or that may result from changes in subsurface conditions. Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site. If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications or recommendations during construction requires the review of the engineering geologist and geotechnical engineer during the course of construction. The exploration was performed only on a portion of the site, and cannot be considered as indicative of the portions of the site not explored. This report is issued and made for the sole use and benefit of the client, is not transferable and is as of the exploration date. Any liability in connection herewith shall not exceed the fee for the exploration. No warranty, expressed or implied, is made or intended in connection with the above exploration or by the furnishing of this report or by any other oral or written statement. This report was prepared on the basis of the plan furnished. Final plans should be reviewed by this office as additional geotechnical work may be required.

Schick Geotechnical, Inc. has reviewed, concurs with, and accepts responsibility for the laboratory testing performed by Soil Labworks LLC. The laboratory test results included in Appendix I were used in preparation of this report.

Respectfully submitted,

WAYNE SCHICK
C.E.G. 1300

FRANK MISCIONE
P.E. C69031

Enc: Appendix I - Laboratory Testing
Vicinity Map
Regional Map
Table I - Log of Test Pits
Referenced Documents
Retaining Wall Analyses
Pocket: Plot Plan and Sections

xc: (3) Addressee

TABLE I - LOG OF TEST PITS (1904 Preuss)

Test Pit Number	Depth (Feet)	Description
1	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 3	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	3 - 10	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 10 feet; No Water; No Caving	
2	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 8 feet; No Water; No Caving	
3	0 - 2.5	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2.5 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 8 feet; No Water; No Caving	
4	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 8 feet; No Water; No Caving	
5	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 20	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 20 feet; No Water; No Caving	

TABLE I - LOG OF TEST PITS (1906 Preuss Road)

Test Pit Number	Depth (Feet)	Description
6	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 8 feet; No Water; No Caving	
7	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	
8	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	

TABLE I - LOG OF TEST PITS (1906 Preuss Road)

Test Pit Number	Depth (Feet)	Description
9	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 10	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 10 feet; No Water; No Caving	
10	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	

SOIL LABWORKS LLC

SL17.2499
June 28, 2017

Schick Geotechnical
7650 Haskell Avenue
Suite D
Van Nuys, California 91406

Subject: Laboratory Testing

Site: 1904 Preuss Road
Los Angeles, California

Job: SCHICK/PREUSS

Laboratory testing for the subject property was performed by Soil Labworks, LLC., under the supervision of the undersigned Engineer. Samples of the earth materials were obtained from the subject property by personnel of Schick Geotechnical and transported to the laboratory of Soil Labworks for testing and analysis. The laboratory tests performed are described and results are attached.

Services performed by this facility for the subject property were conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

Respectfully Submitted:

SOIL LABWORKS, LLC

JON A. IRVINE
G.E. 2891

REGISTERED PROFESSIONAL ENGINEER
JON ALAN IRVINE
GE 2891
Exp. 6-30-18
GEOTECHNICAL
STATE OF CALIFORNIA

Enc: Appendix

SOIL LABWORKS LLC

APPENDIX

Laboratory Testing

Sample Retrieval - Hand Labor

Samples of earth materials were obtained by driving a thin-walled steel sampler with successive blows of a drop hammer. The earth material was retained in brass rings of 2.416 inches inside diameter and 1.00 inch height. The samples were stored in closefitting, water-tight containers for transportation to the laboratory.

Moisture Density

The field moisture content and dry density were determined for each of the soil samples. The dry density was determined in pounds per cubic foot following ASTM 2937-17. The moisture content was determined as a percentage of the dry soil weight conforming to ASTM 2216-10. The results are presented below in the following table. The percent saturation was calculated on the basis of an estimated specific gravity. Description of earth materials used in this report and shown on the attached Plates were provided by the client.

Test Pit/Boring No.	Sample Depth (Feet)	Soil Type	Dry Density (pcf)	Moisture Content (percent)	Percent Saturation (G_s=2.65)
TP1	6	Alluvial Terrace	91.5	5.4	18
TP1	8	Alluvial Terrace	109.9	1.5	8
TP1	10	Alluvial Terrace	112.1	2.4	13
TP1	12	Alluvial Terrace	93.1	26.4	90
TP1	15	Alluvial Terrace	114.4	3.2	19

Shear Strength

The peak and ultimate shear strengths of the alluvial terrace were determined by performing consolidated and drained direct shear tests in conformance with ASTM D3080/D3080M-11. The tests were performed in a strain-controlled machine manufactured by GeoMatic. The rate of deformation was 0.01 inches per minute. Samples were sheared under varying confining pressures, as shown on the "Shear Test Diagrams," B-Plates. The moisture conditions during testing are shown on the following table and on the B-Plates. The samples indicated as saturated were artificially saturated in the laboratory. All saturated samples were sheared under submerged conditions.

2500 Townsgate Road, Suite E, Westlake Village, California 91361
(805) 370-1338 FAX (805) 371-4693

Shear Strength

Test Pit/ Boring No.	Sample Depth (Feet)	Dry Density (pcf)	As-Tested Moisture Content (percent)
TP1	6	79.0	22.4
TP1	8	109.9	21.3
TP1	10	112.1	19.3
TP1	12	93.1	26.8

Consolidation

One-dimensional consolidation tests were performed on samples of the alluvial terrace in a consolidometer manufactured by GeoMatic in conformance with ASTM D2435/D2435M-11. The tests were performed on 1-inch high samples retained in brass rings. The samples were initially loaded to approximately ½ of the field over-burden pressure and then unloaded to compensate for the effects of possible disturbance during sampling. Loads were then applied in a geometric progression and resulting deformation recorded. Water was added at a specific load to determine the effect of saturation. The results are plotted on the "Consolidation Test," C-Plates.

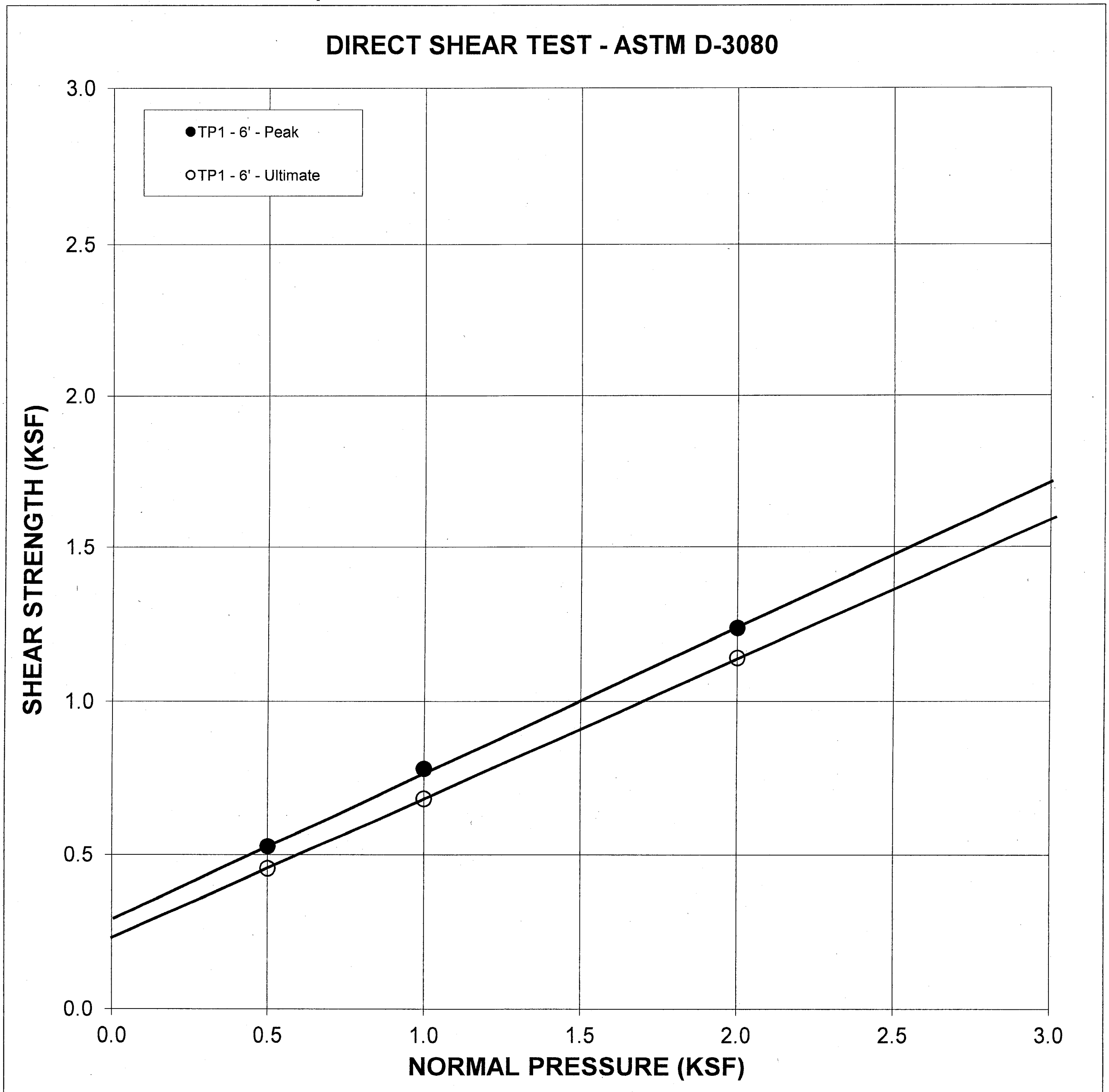
SHEAR DIAGRAM B-1

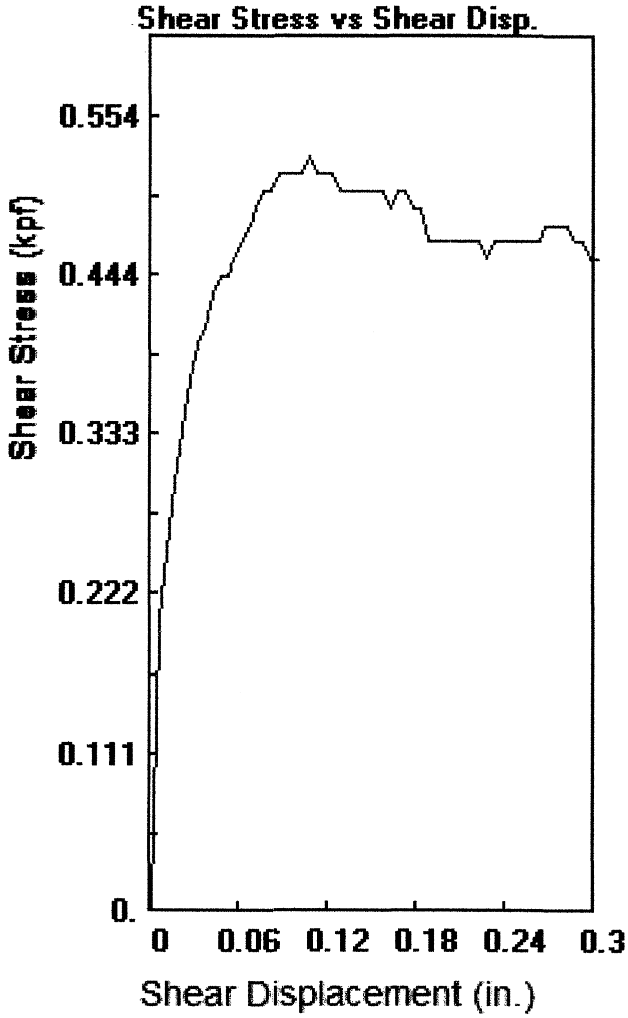
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

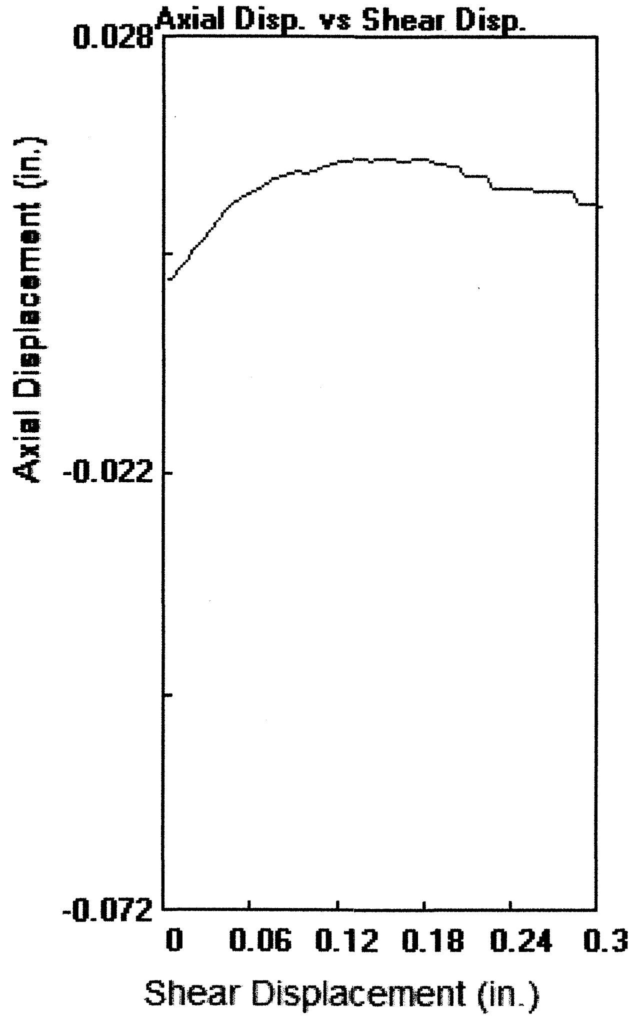
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	**25**	**24**	**degrees**
Cohesion	**295**	**230**	**psf**

Average Moisture Content	**22.4%**
Average Dry Density (pcf)	**91.5**
Percent Saturation	**73.5%**







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 6 ft.

File: 2499TP165.dat

Stress at Max Def
528 0.106

Soil Type:AT

Technician: BF

Axial Load: 500 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 456

Maximum Load

528 psf

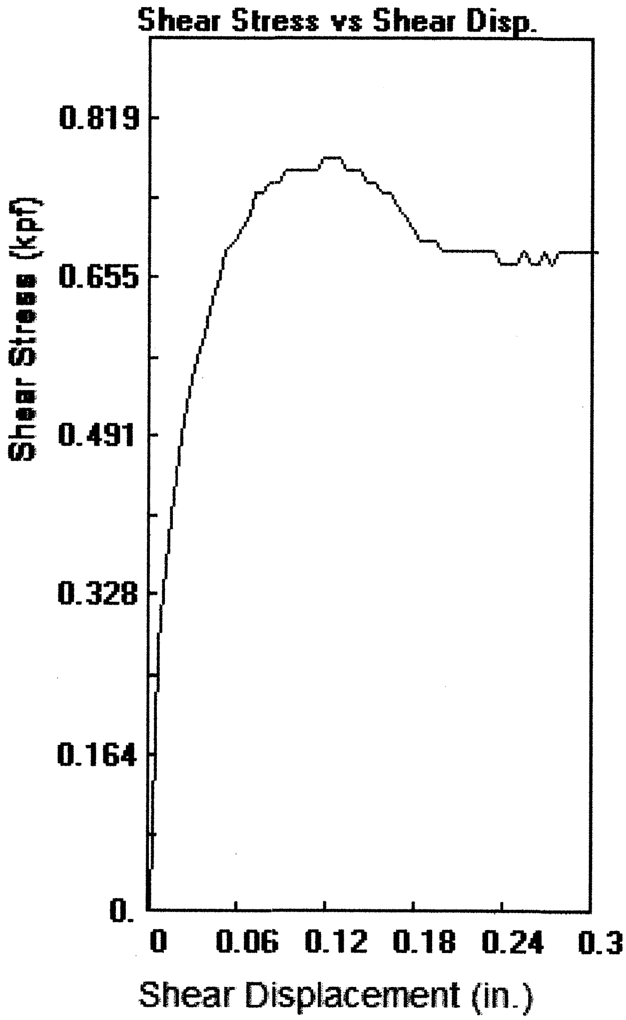
Shear Displacement at maximum Load

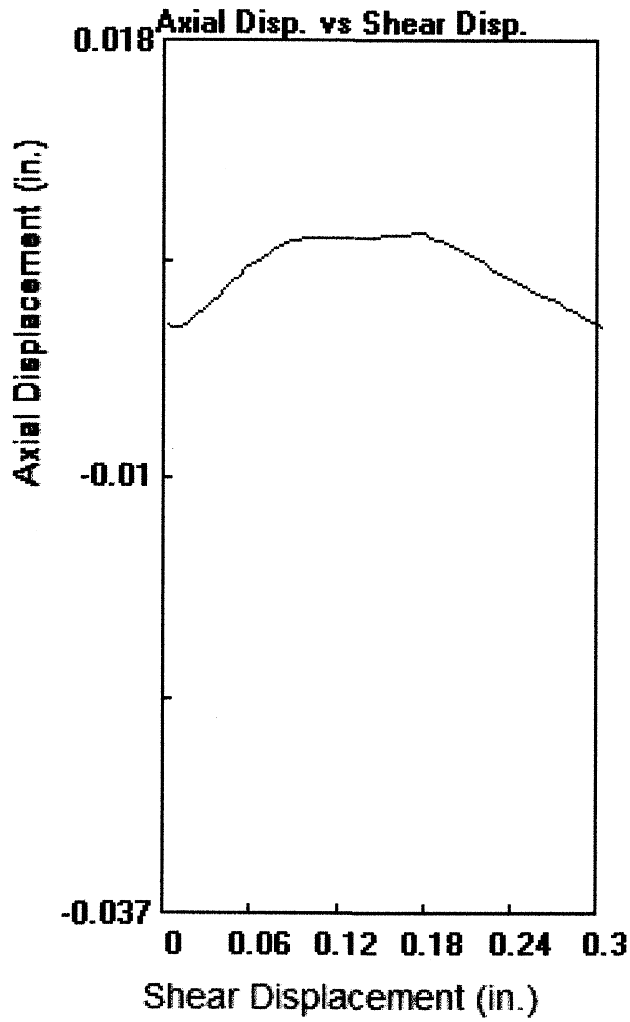
0.1058 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 2

Boring: TP1

Depth: 6 ft.

File: 2499TP161.dat

Stress at Max Def
780 0.116

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 684

Maximum Load

780 psf

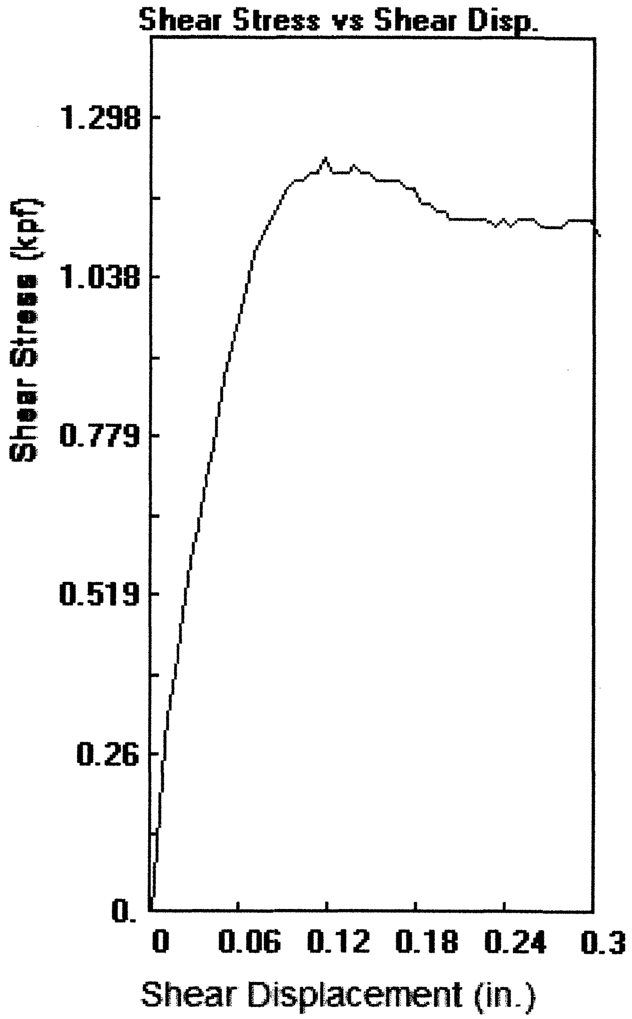
Shear Displacement at maximum Load

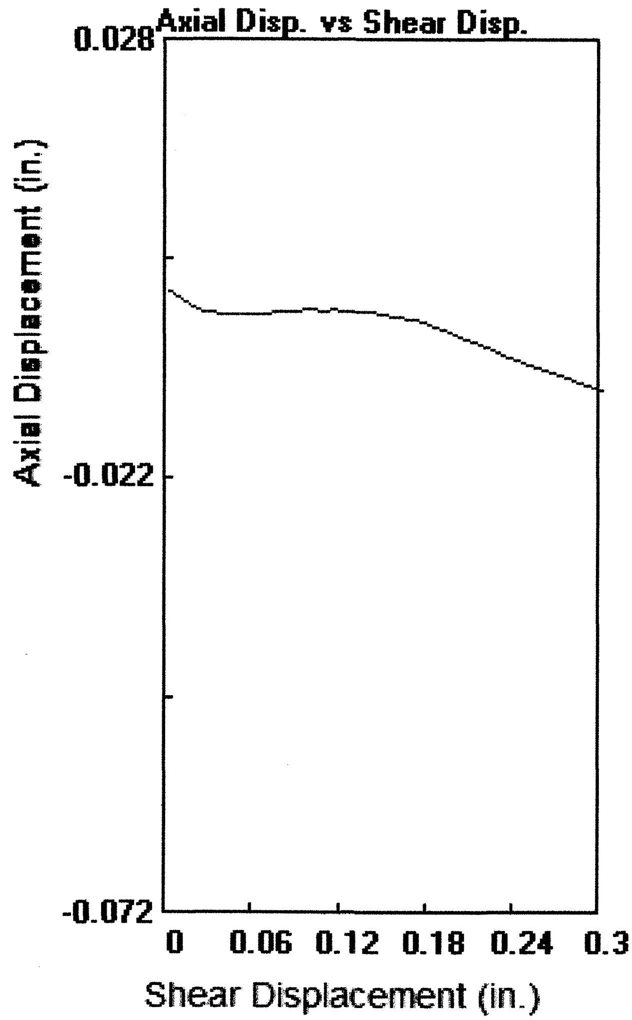
0.1155 in.

Date

6/26/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 6 ft.

File: 2499TP162.dat

Stress at Max Def
1236 0.116

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1140

Maximum Load

1236 psf

Shear Displacement at maximum Load

0.1156 in.

Date
6/26/2017

Soil Labworks

SHEAR DIAGRAM B-2

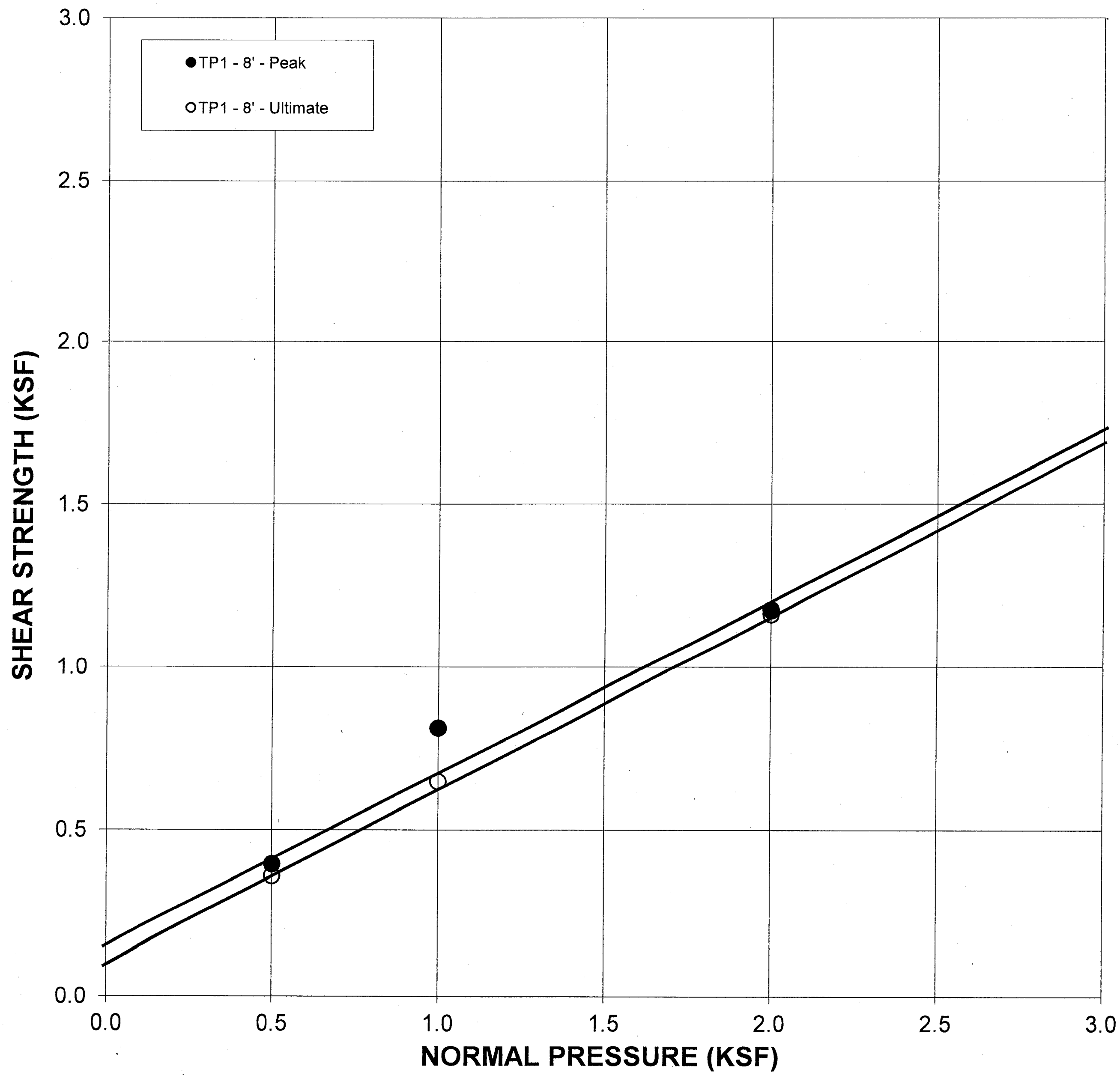
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

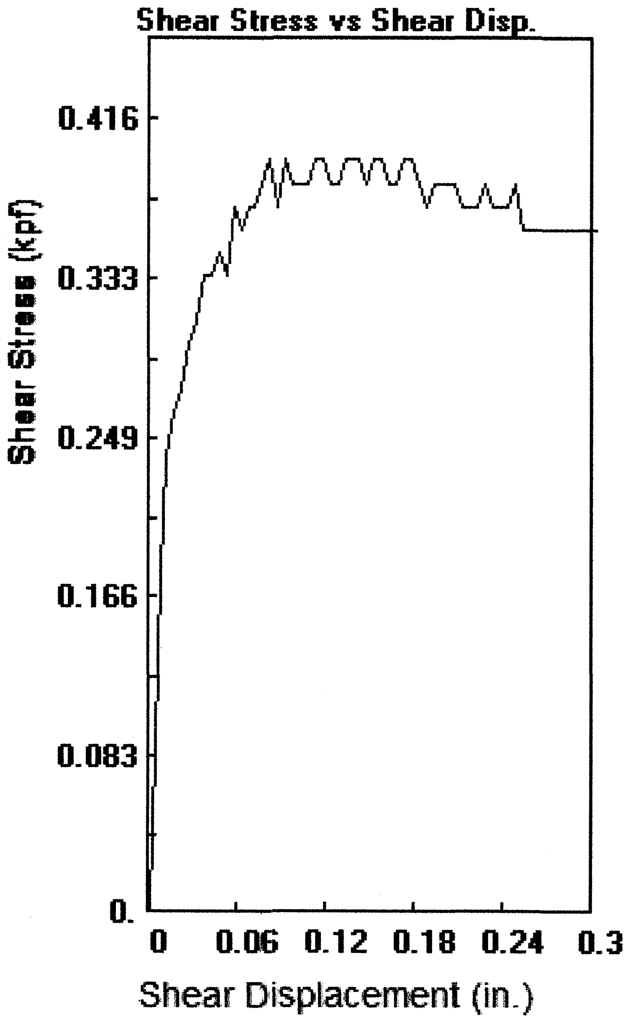
EARTH MATERIAL: **ALLUVIAL TERRACE**

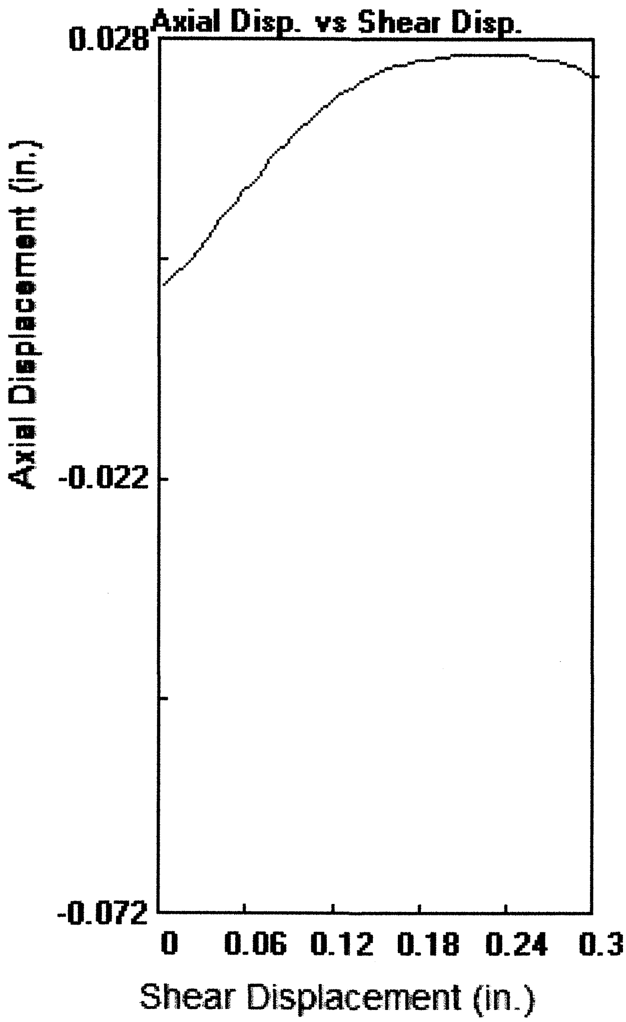
	PEAK	ULTIMATE	
Phi Angle	27	27.5	degrees
Cohesion	150	100	psf

Average Moisture Content	21.3%
Average Dry Density (pcf)	109.0
Percent Saturation	100.0%

DIRECT SHEAR TEST - ASTM D-3080







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 8 ft.

File: 2499TP185.dat

Stress at Max Def
396 0.081

Soil Type:AT

Technician: BF

Axial Load: 500 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 360

Maximum Load

396 psf

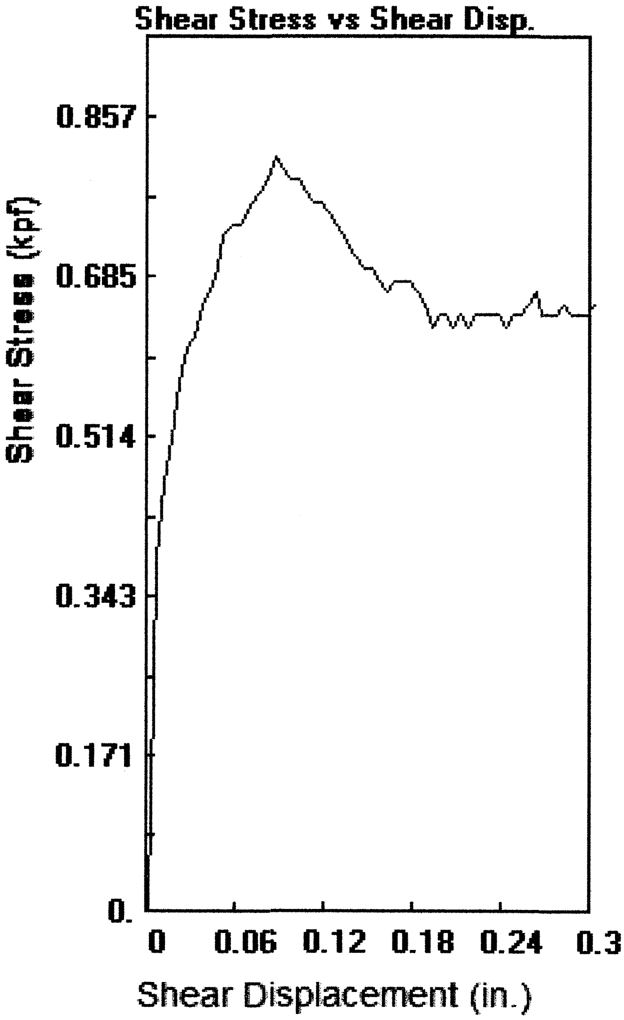
Shear Displacement at maximum Load

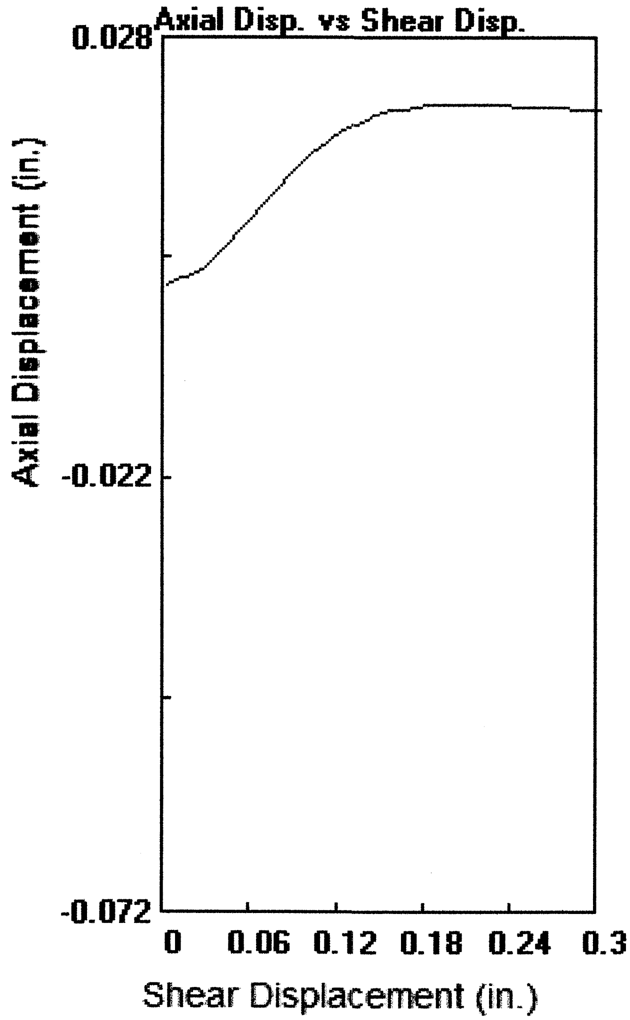
0.0807 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 2

Boring: TP1

Depth: 8 ft.

File: 2499TP181.dat

Stress at Max Def
816 0.086

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 648

Maximum Load

816 psf

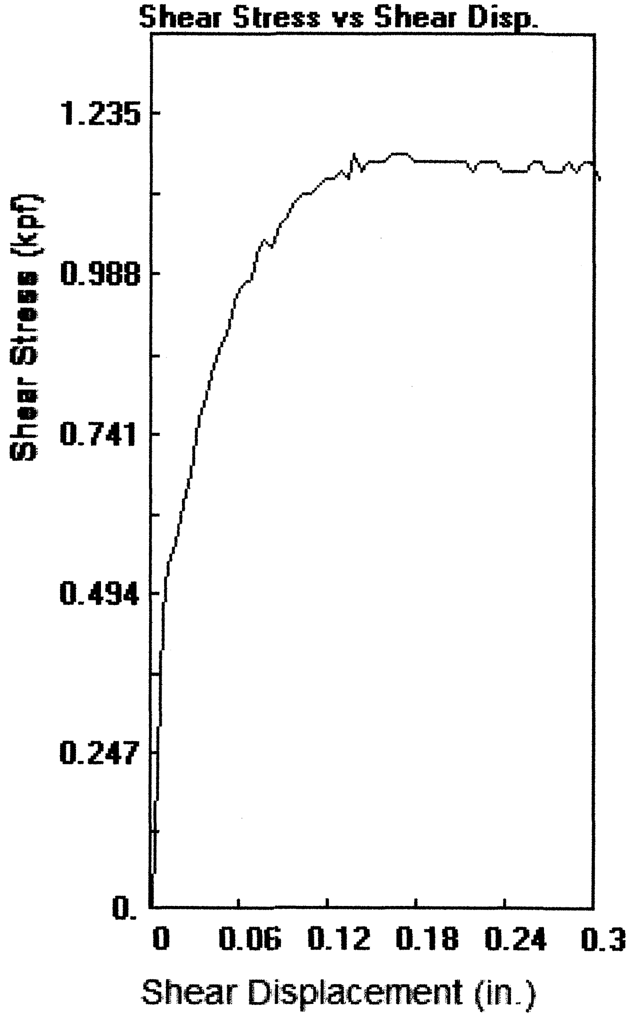
Shear Displacement at maximum Load

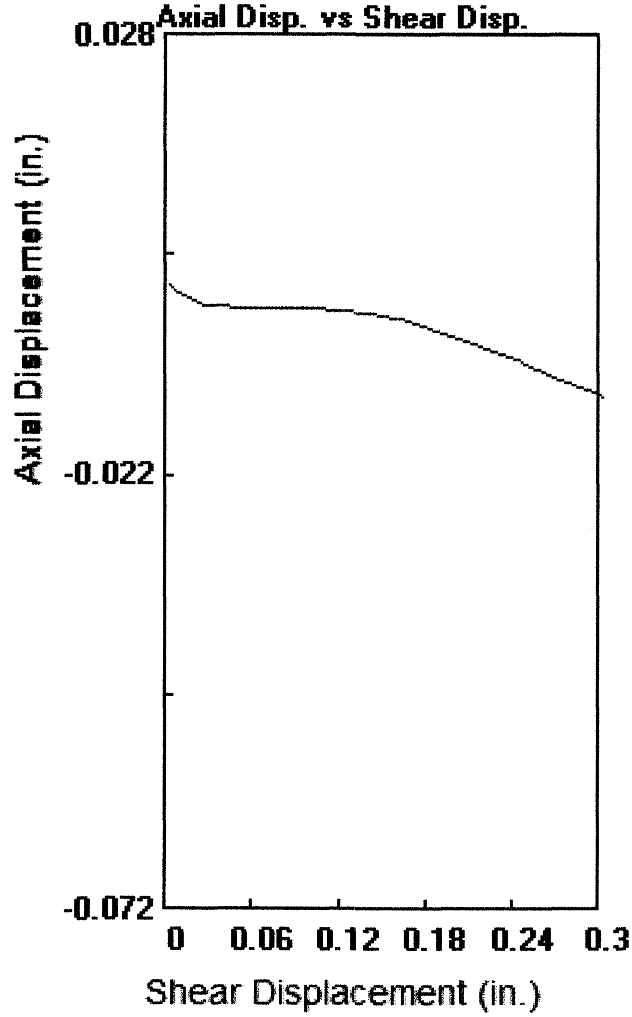
0.0855 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 8 ft.

File: 2499TP182.dat

Stress at Max Def
1176 0.136

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1164

Maximum Load

1176 psf

Shear Displacement at maximum Load

0.1355 in.

Date
6/26/2017

Soil Labworks

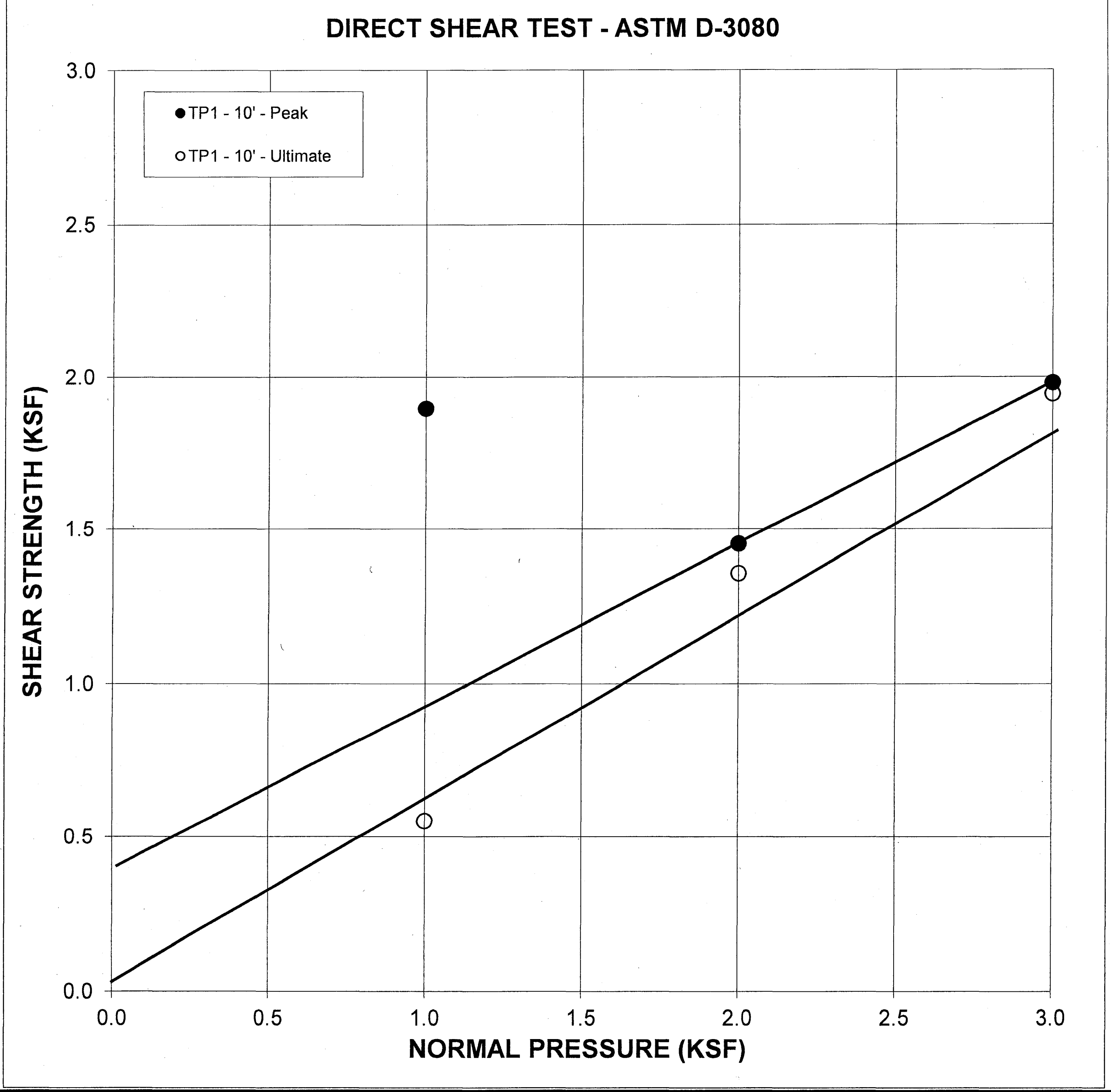
SHEAR DIAGRAM B-3

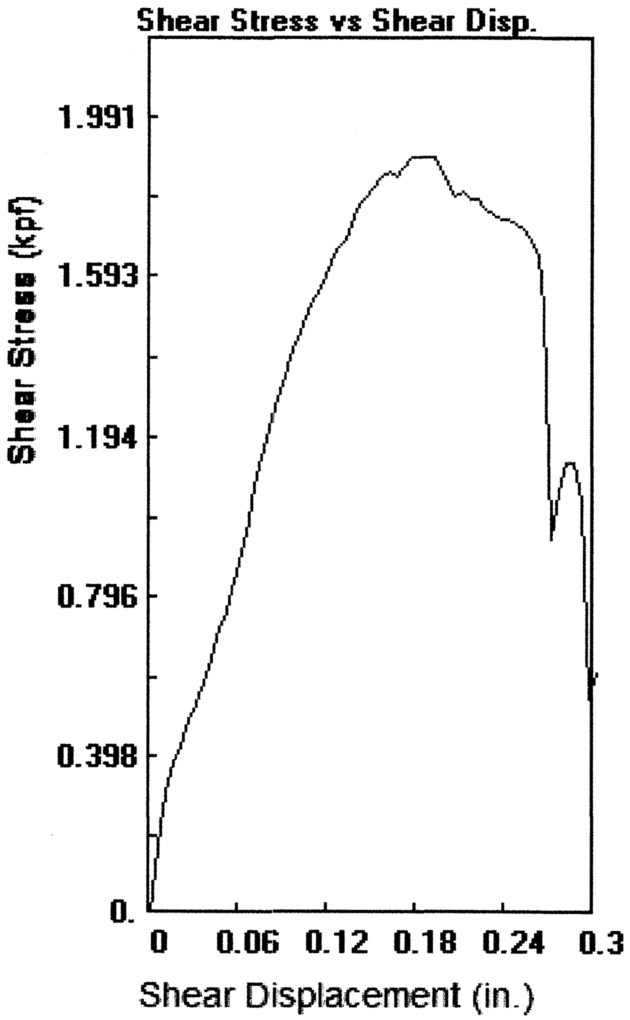
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Prauss Road**

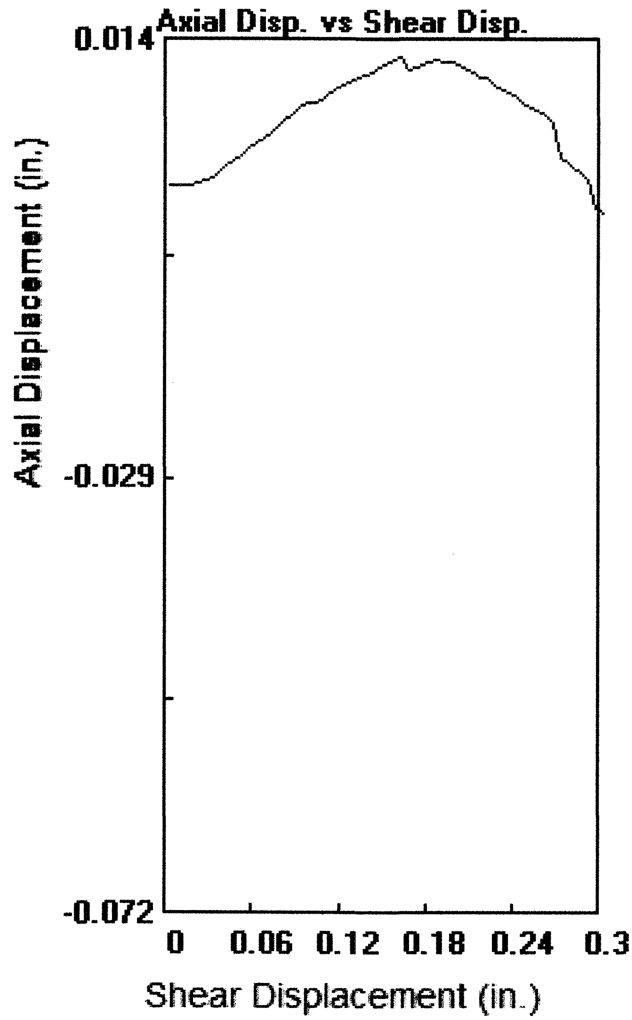
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	27.5	30	degrees
Cohesion	400	45	psf

Average Moisture Content	19.3%
Average Dry Density (pcf)	112.1
Percent Saturation	100.0%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 10 ft.

File: 2499TP1121.dat

Stress at Max Def
1896 0.176

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 552

Maximum Load

1896 psf

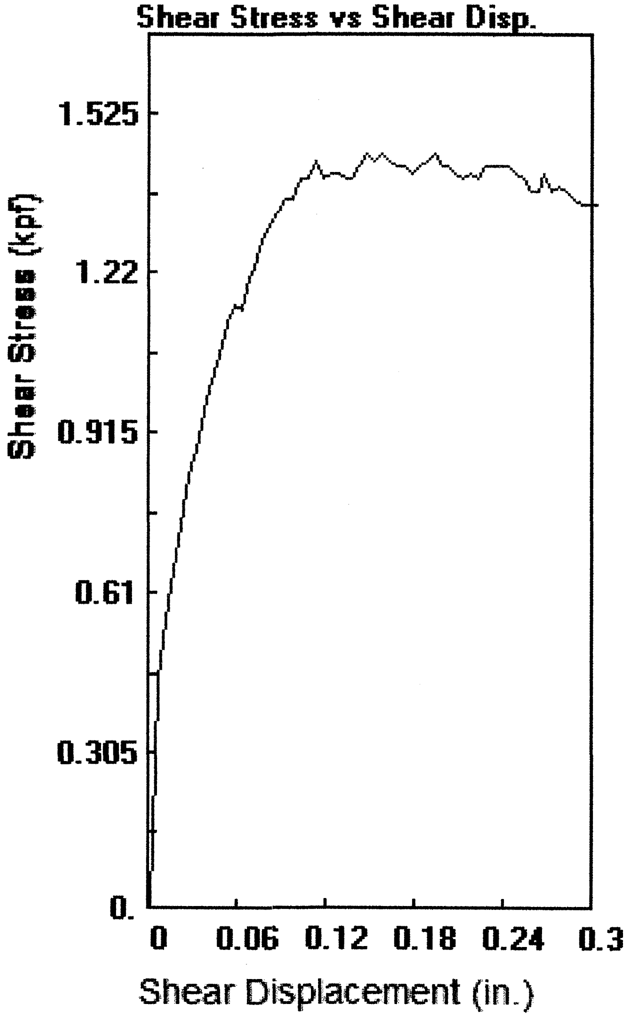
Shear Displacement at maximum Load

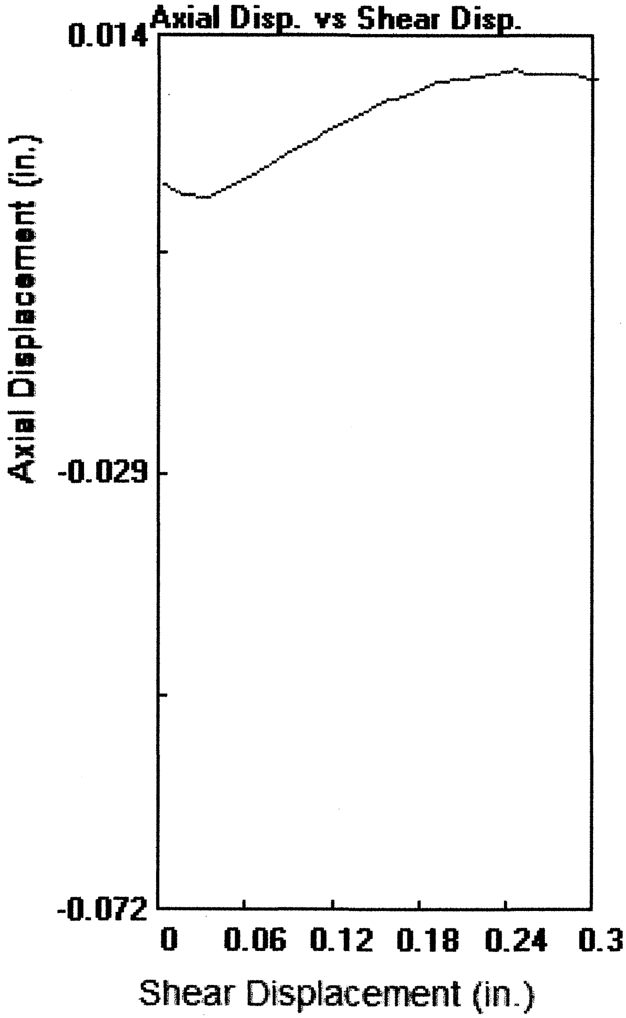
0.1756 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 2

Boring: TP1

Depth: 10 ft.

File: 2499TP1122.dat

Stress at Max Def
1452 0.146

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1356

Maximum Load

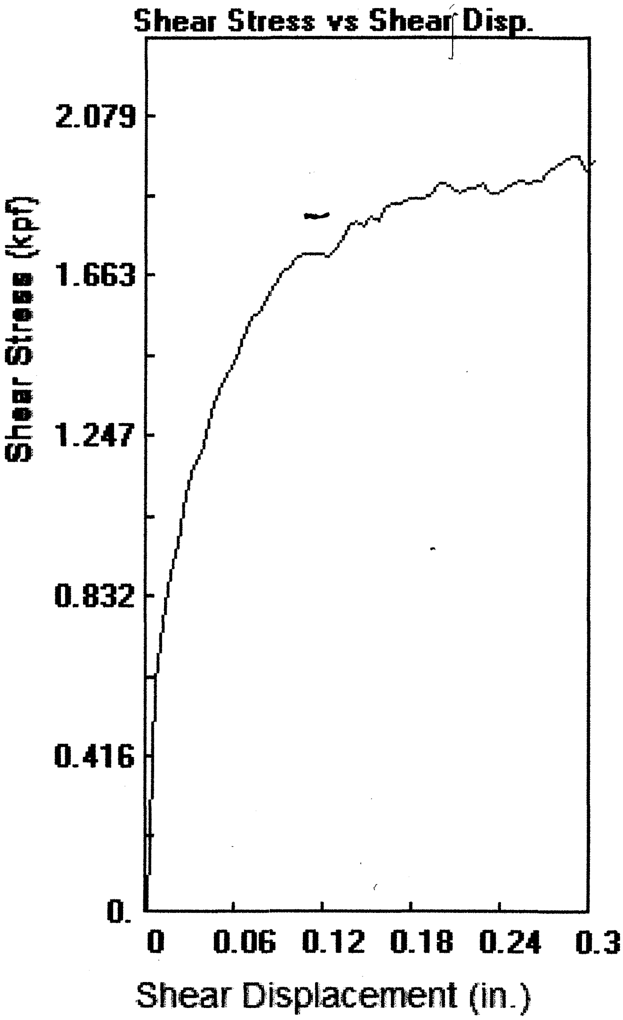
1452 psf

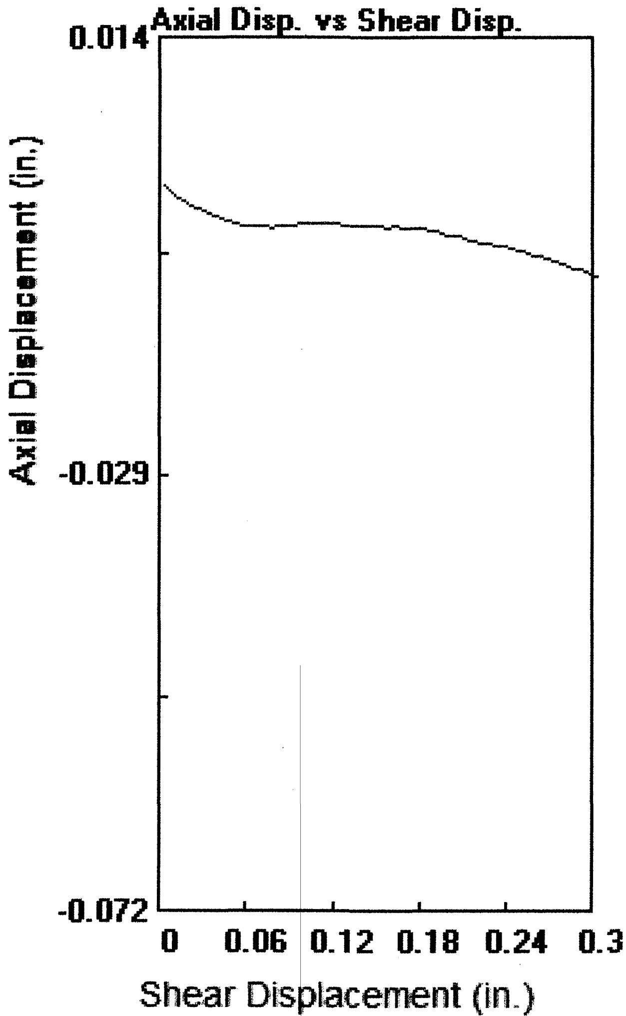
Shear Displacement at maximum Load

0.1457 in.

Date
6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 10 ft.

File: 2499TP1123.dat

Stress at Max Def
1980 0.286

Soil Type:AT

Technician: BF

Axial Load: 3000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1944

Maximum Load

1980 psf

Shear Displacement at maximum Load

0.2856 in.

Date

6/26/2017

Soil Labworks

SHEAR DIAGRAM B-4

SOIL LABWORKS LLC

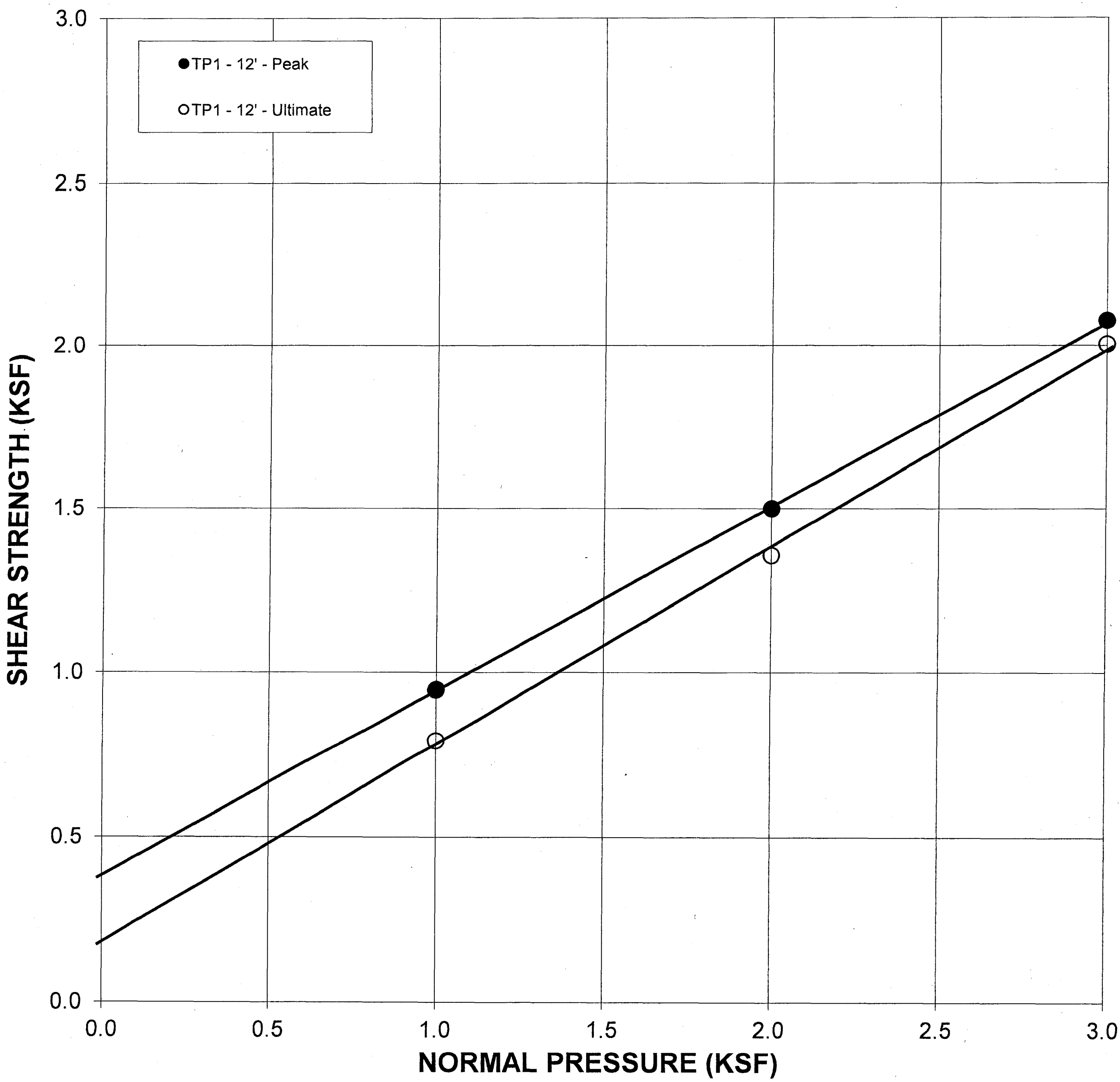
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

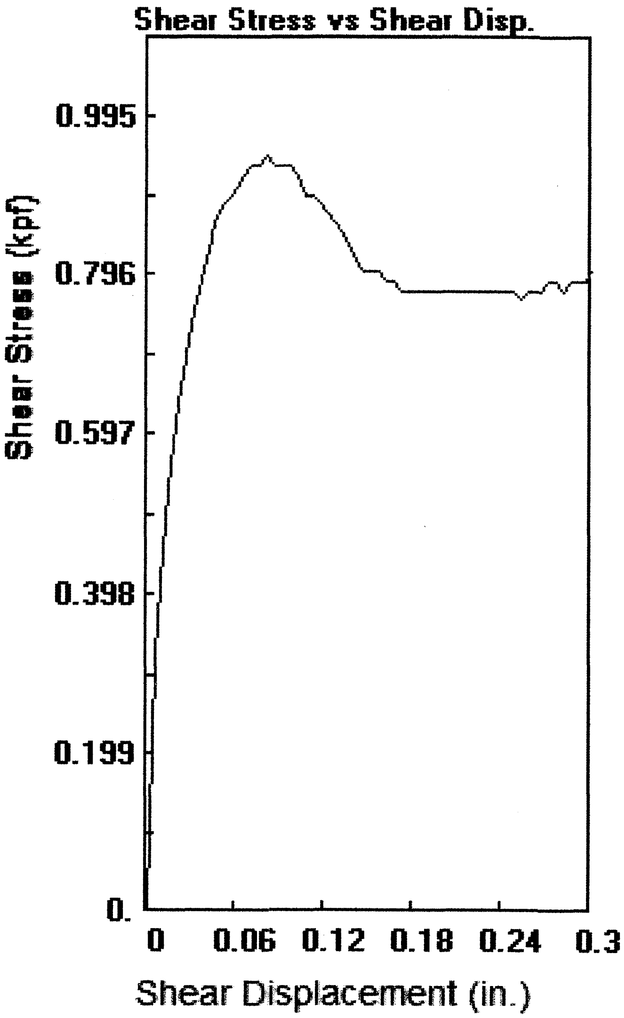
EARTH MATERIAL: **ALLUVIAL TERRACE**

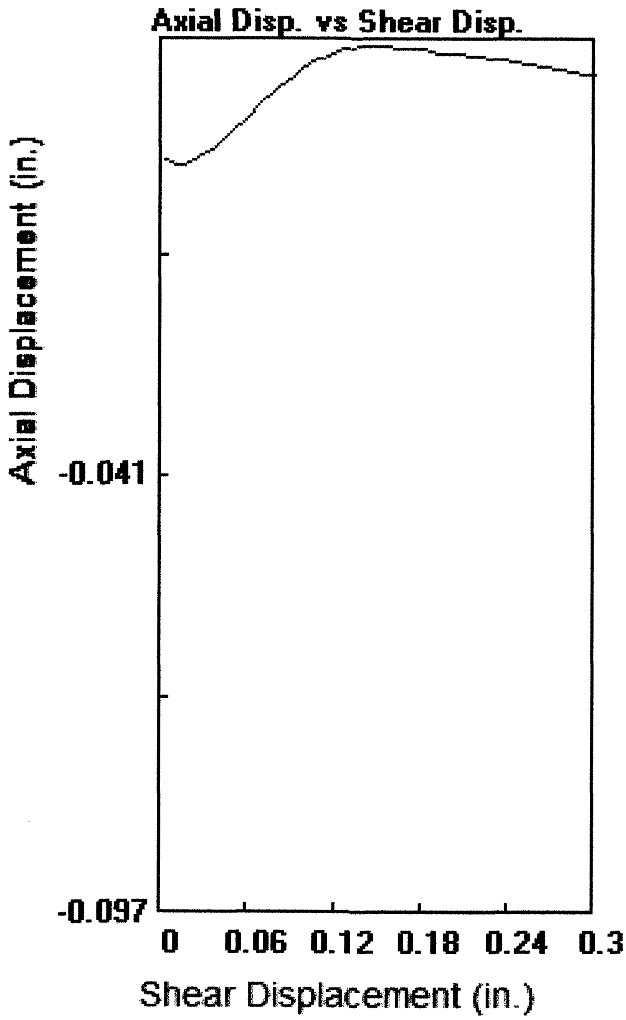
	PEAK	ULTIMATE	
Phi Angle	29	31	degrees
Cohesion	390	175	psf

Average Moisture Content	26.8%
Average Dry Density (pcf)	93.1
Percent Saturation	91.5%

DIRECT SHEAR TEST - ASTM D-3080







Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 1

Boring: TP1

Depth: 12 ft.

File: 2499TP1121X.dat

Stress at Max Def
948 0.081

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 792

Maximum Load

948 psf

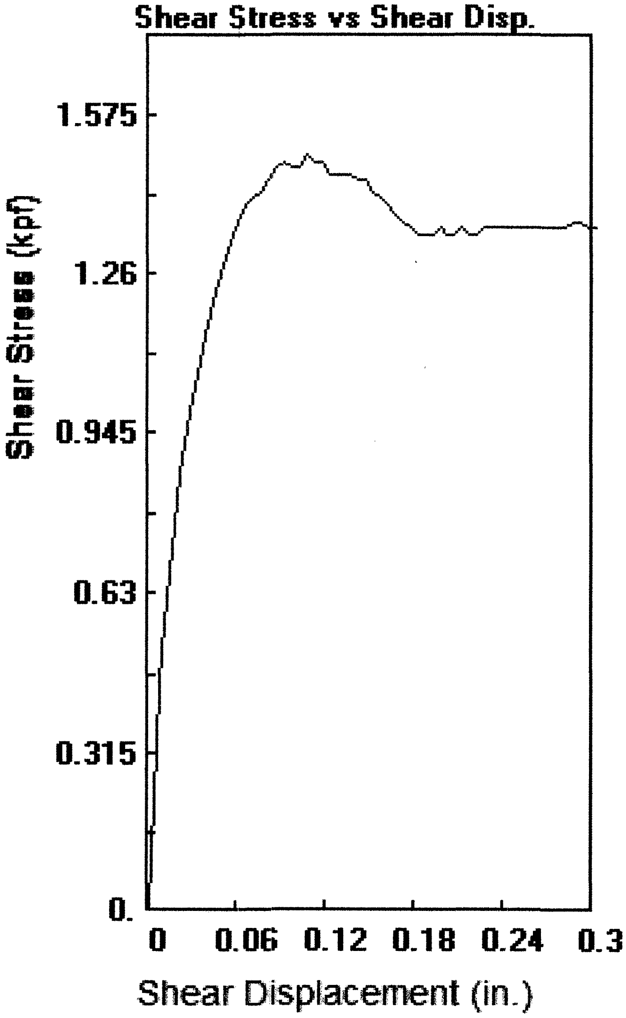
Shear Displacement at maximum Load

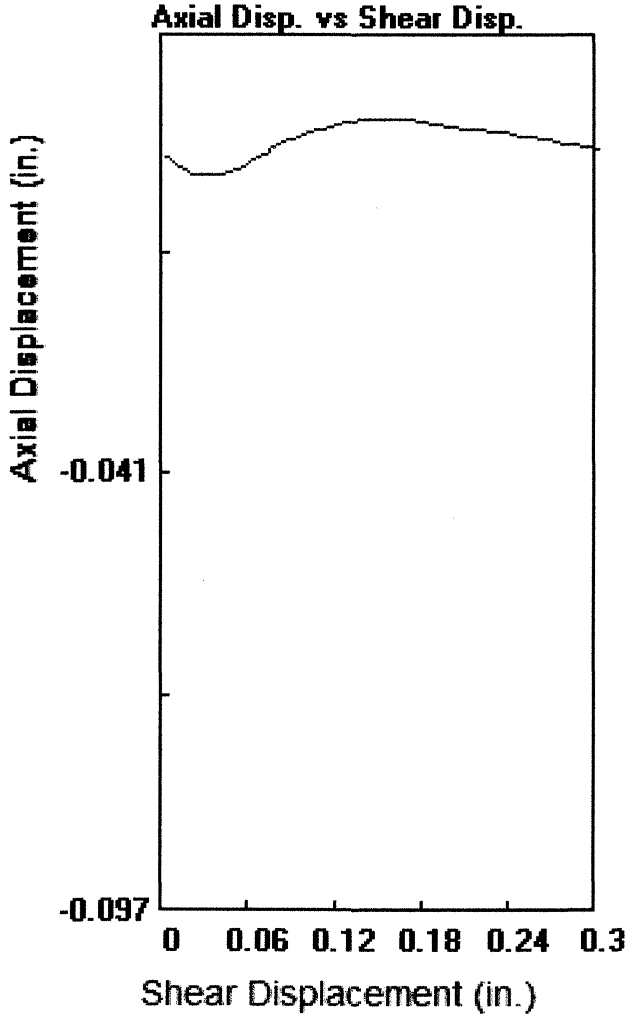
0.0806 in.

Date

6/28/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 2

Boring: TP1

Depth: 12 ft.

File: 2499TP1122X.dat

Stress at Max Def
1500 0.106

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1356

Maximum Load

1500 psf

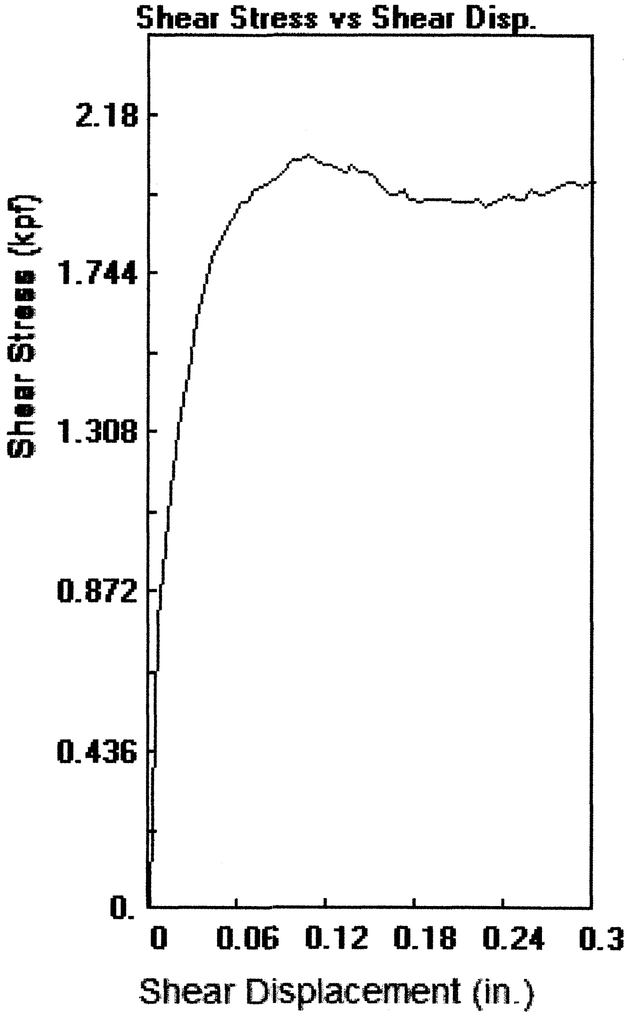
Shear Displacement at maximum Load

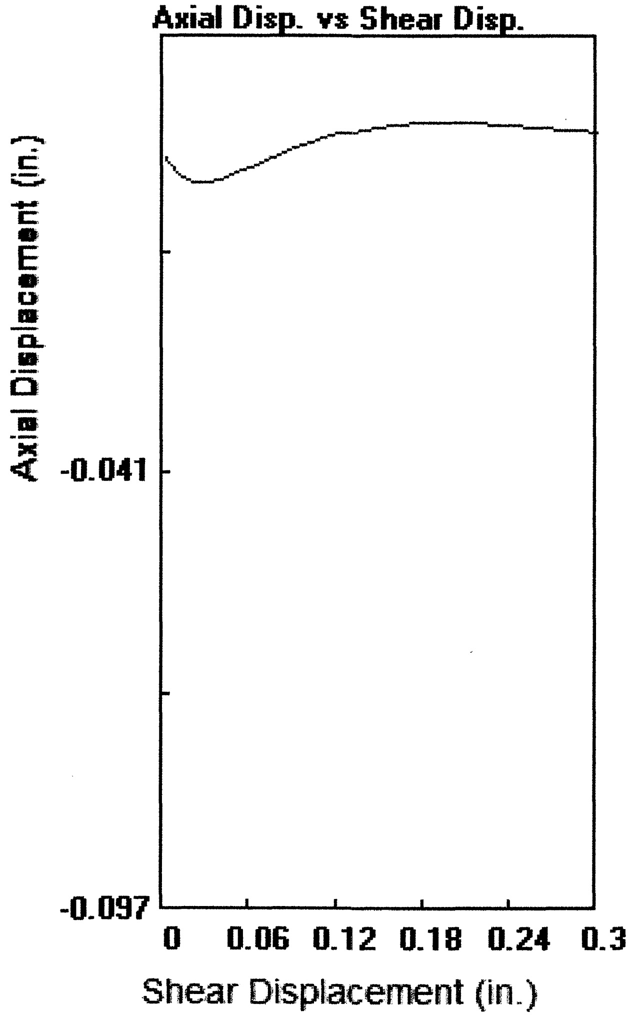
0.1056 in.

Date

6/28/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 3

Boring: TP1

Depth: 12 ft.

File: 2499TP1123X.dat

Stress at Max Def
2076 0.106

Soil Type:AT

Technician: BF

Axial Load: 3000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 2004

Maximum Load

2076 psf

Shear Displacement at maximum Load

0.1056 in.

Date
6/28/2017

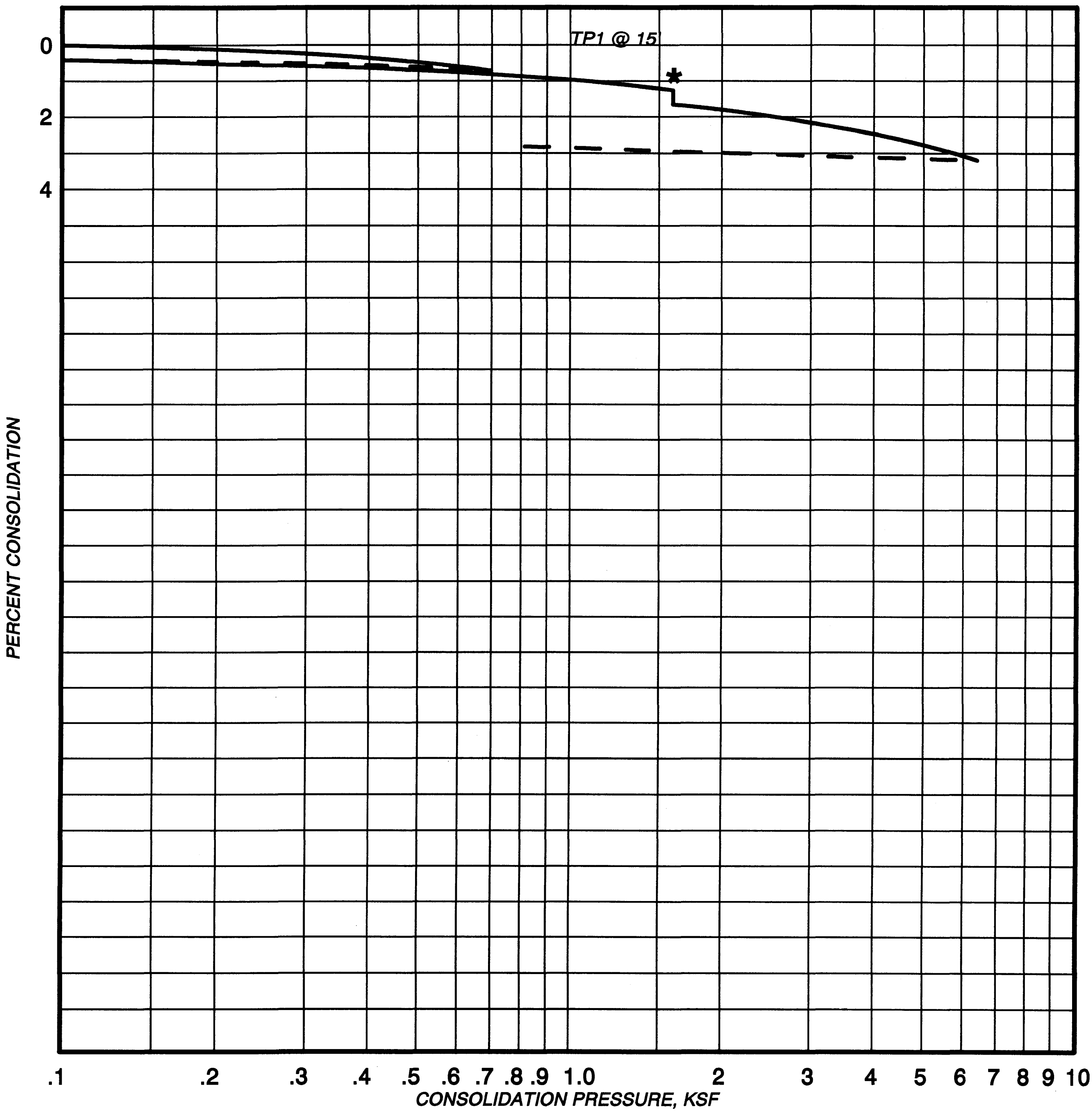
Robertson Geotechnical

CONSOLIDATION TEST

PROJECT: 2499 SCHICK/1904 PRAUSS ROAD

SAMPLE: TP1 @ 15'

ALLUVIAL TERRACE



* Water Added

PLATE:

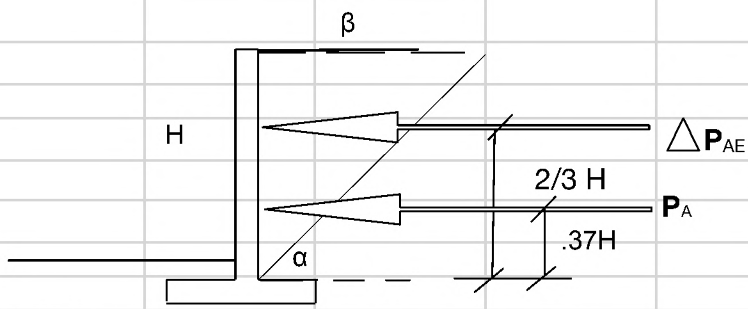
Spectral Combined Seismic/Static Load

Ref: Navy Design Manual 7.2 (NAVFAC)

ASSUMPTION

C =	30	Cohesion of soil (psf)
ϕ =	45	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
β=	1	

SDS/2.5=.55



K_h= .68*(SDS/2.5)=0.37
K_a= 0.298

PA=.5*y*Ka*(H)^2 =	2.00 kips
Moment Arm =H/3	3.7 ft
PE=1/2*Kh*λ*H^2	2.48 kips
Moment Arm =.6H	6.0 ft

Earthquake Design==90 pcf
At-Rest Pressure=40 pcf

EFP1=40 pcf   Level Backfill
EFP2=50 pcf

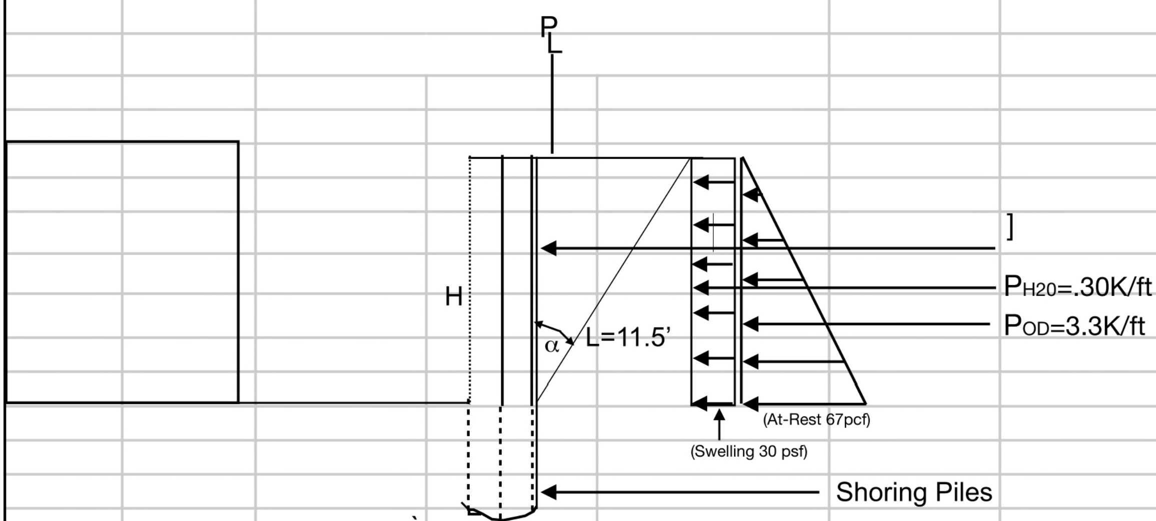
Client: Dauer
Project Number: SG 9402-W
Project Location: Preuss Rd.

SGI

SHORING ANALYSIS/Unsurcharged North Elevation

ASSUMPTIONS

C =	45	Cohesion of soil (psf)
φ =	30	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
α=	30	
β=	1	Angle of Backslope (degrees)



At Rest Pressure: $\sin\phi =$ 0.5

$\gamma(1-.5) = 67$ pcf

$K_a = EFP/\gamma = .50$

$P_{H20} =$ 30psf*H=300psf/ft

$P_{0D} =$ .5*67*H^2 = 3350 psf/ft

*-Modified Boussinesq Equation Rigid Walls Fig.11, Chapter 7.2 DM7 02

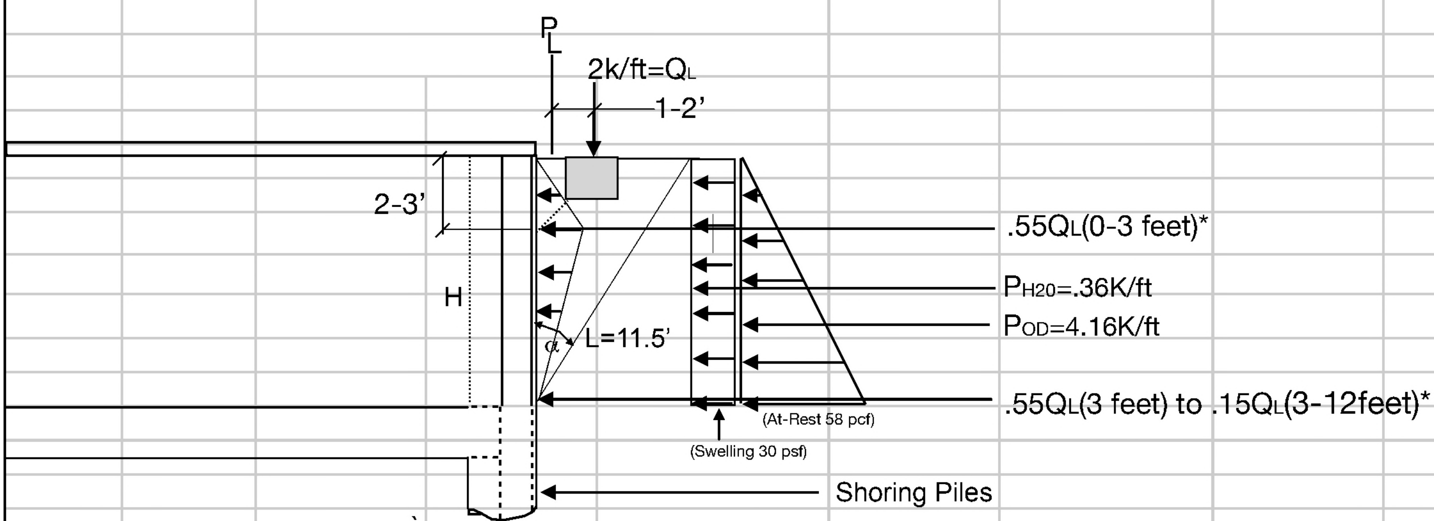
Client:	Dauer
Project Number:	SG 9402-W
Project Location:	Preuss Road

SGI

SHORING ANALYSIS/Retaining Wall(at-rest w/swelling) South Elev. Surcharged

ASSUMPTIONS

C =	45	Cohesion of soil (psf)
ϕ =	30	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
α=	28	
β=	1	Angle of Backslope (degrees)



At Rest Pressure: $\sin\phi$ = 0.57

$\gamma(1-.57) = 58$ pcf

Ka = EFP/γ =.42

P_{H20} = 30psf*H=360psf/ft $\qquad$ P_{0D} = .5*58*H^2 = 4176

At-Rest shoring design pressure of 58 pcf plus surcharge scaled Q_L* for full height of wall.

*-Modified Boussinesq Equation Rigid Walls Fig.11, Chapter 7.2 DM7 02

Client:	Dauer
Project Number:	SG 9402-W
Project Location:	Preuss Road

SGI

REGIONAL GEOLOGIC MAP

Schick GEOTECHNICAL, INC.

REFERENCE: Geologic Map of the Beverly Hills and Hollywood Quadrangles, Los Angeles, California, by Thomas W. Dibblee, Jr., 1991.

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W

N

EARTHQUAKE ZONES OF REQUIRED INVESTIGATION MAP

GEOTECHNICAL, INC
Schick

REFERENCE: Earthquake Zones of Required Investigation, Beverly Hills and Hollywood Quadrangles, California Geological Survey, John G Parrish, PhD; Seismic Hazard Zones Official Map, 1999; Earthquake Fault Zones Official Map, 2018 and 2014.

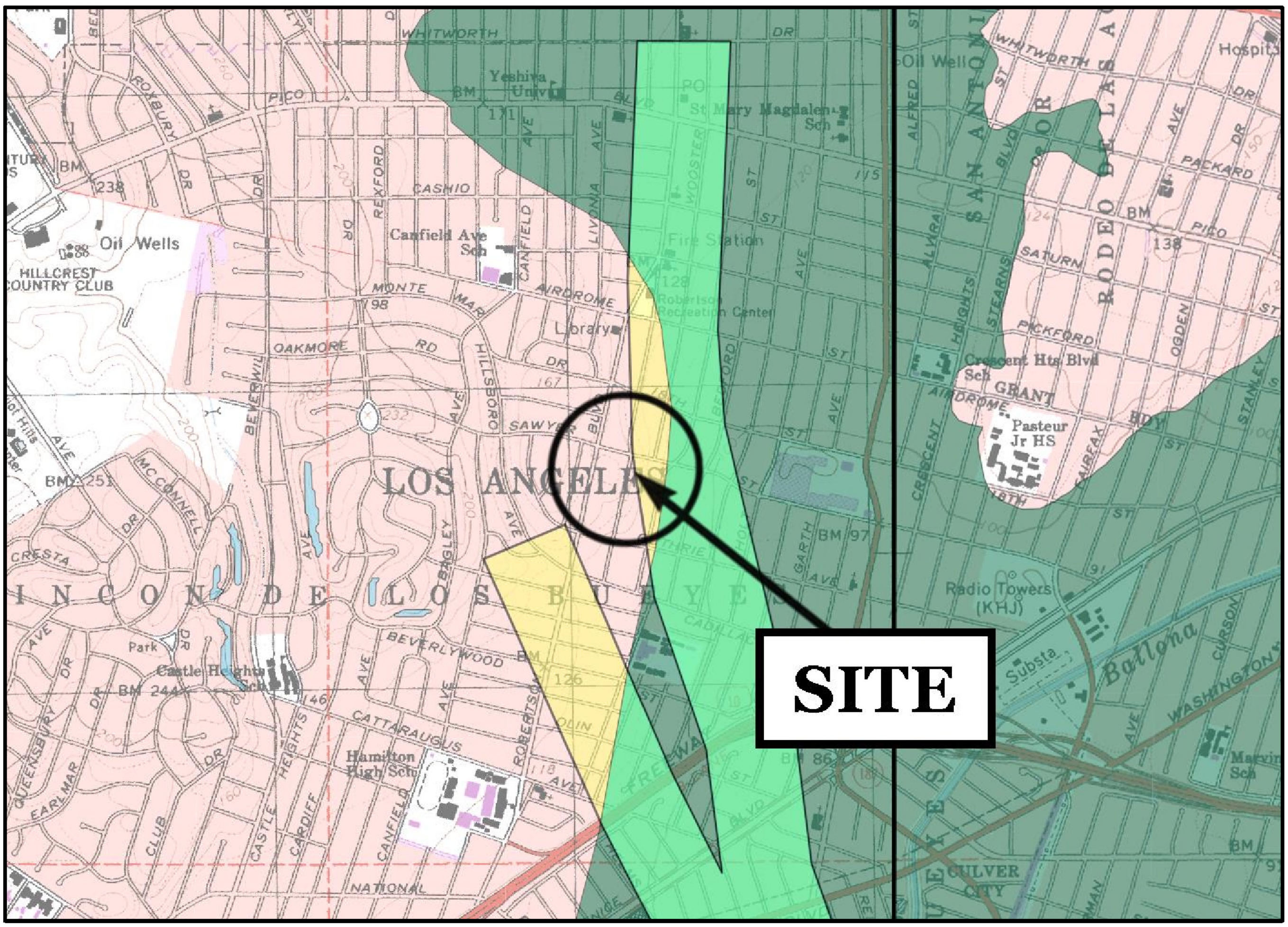
SCALE: 1 : 24000

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W

N



EARTHQUAKE FAULT ZONES

Earthquake Fault Zones
Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2621.5(a) would be required.

Active Fault Traces
Faults considered to have been active during Holocene time and to have potential for surface rupture: Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Concealed; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by fault creep.

1906 C ? ?

SEISMIC HAZARD ZONES

Liquefaction Zones
Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslide Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Overlapping Liquefaction and Earthquake-Induced Landslide Zones
Areas that lie within zones of required investigation for both liquefaction and earthquake-induced landslides.

OVERLAPPING EARTHQUAKE FAULT AND SEISMIC HAZARD ZONES

Overlap of Earthquake Fault Zone and Liquefaction Zone
Areas that are covered by both Earthquake Fault Zone and Liquefaction Zone.

Overlap of Earthquake Fault Zone and Earthquake-Induced Landslide Z
Areas that are covered by both Earthquake Fault Zone and Earthquake-Induced Landslide Zone.

Note: Mitigation methods differ for each zone – AP Act only allows avoidance; Seismic Hazard Mapping Act allows mitigation by engineering/geotechnical design as well as avoidance.

VICINITY MAP

GEOTECHNICAL, INC.
Schick

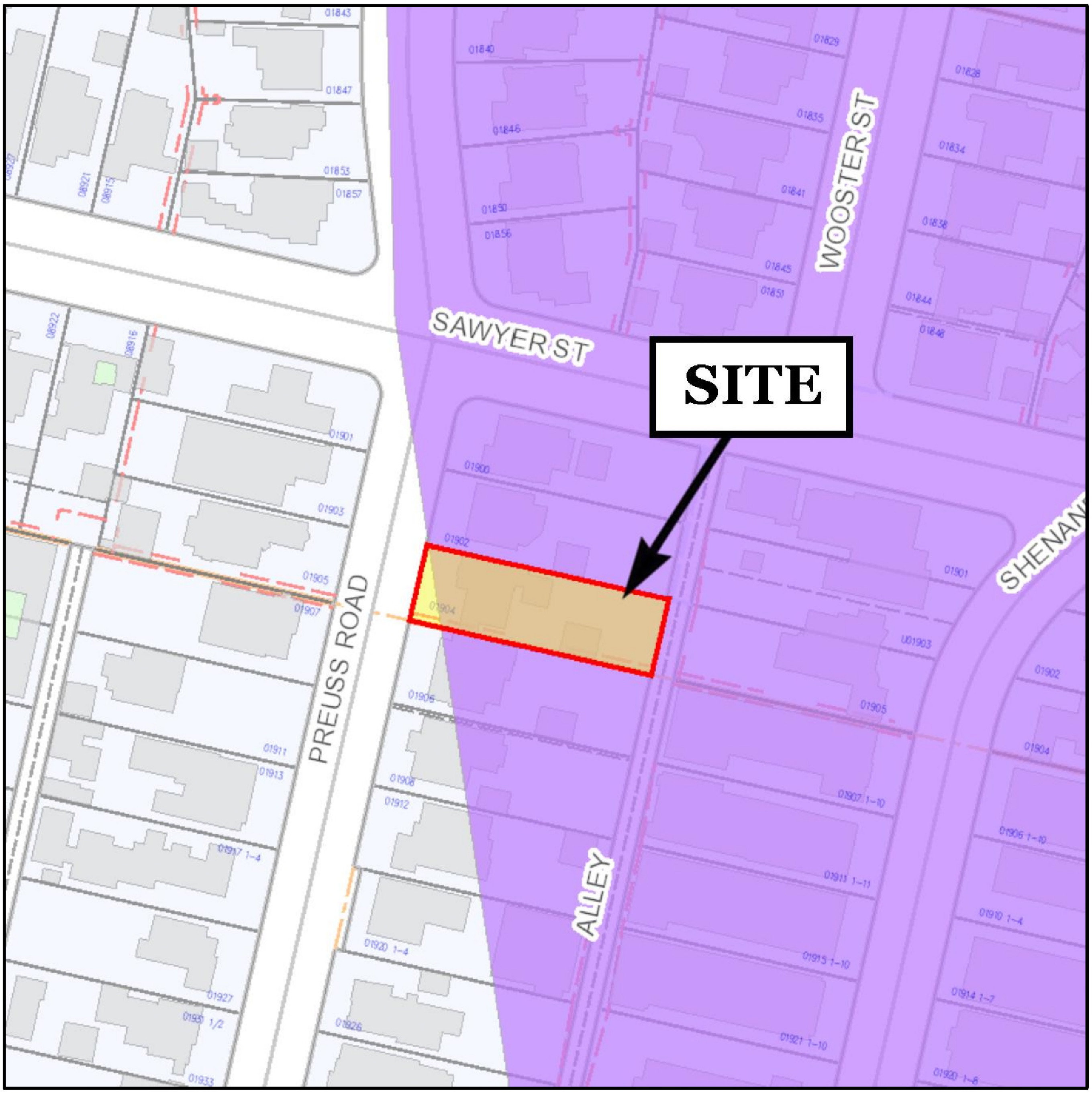
REFERENCE: City of Los Angeles Bureau of Engineering, NavigateLA website, Portion of District Map **126 B 169**.
SCALE: 1" = 100'

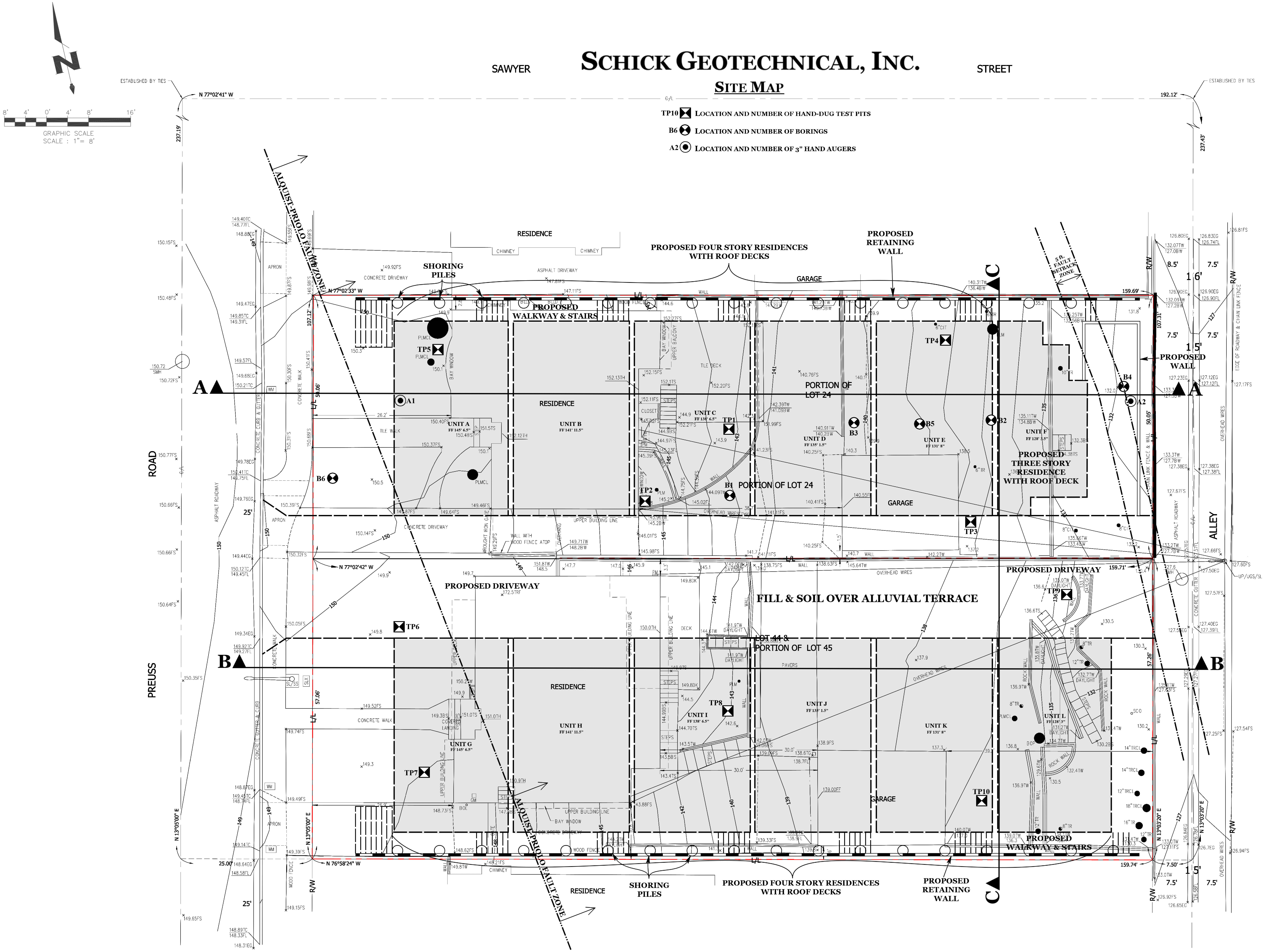
ADDRESS: 1904 S. Preuss Road

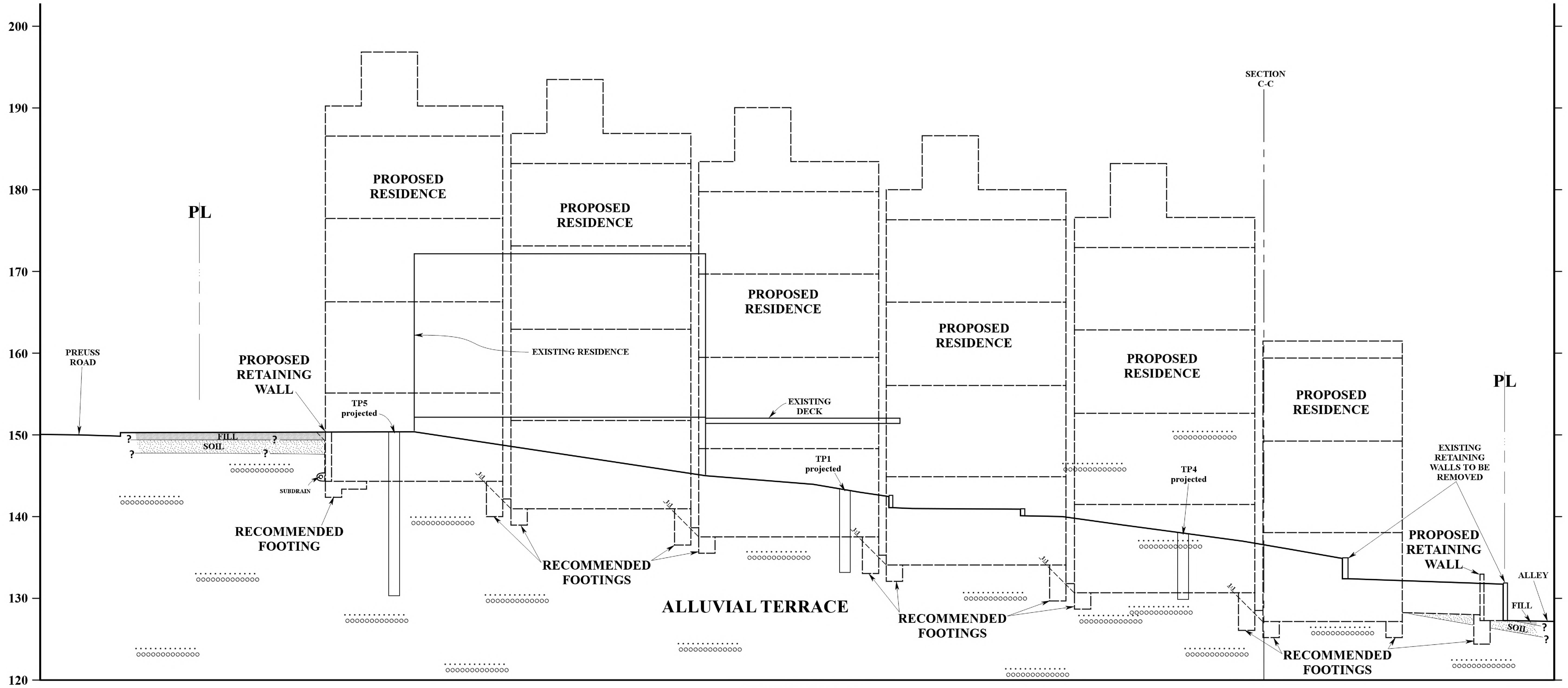
CLIENT: Dauer

JOB: SG 9402-W

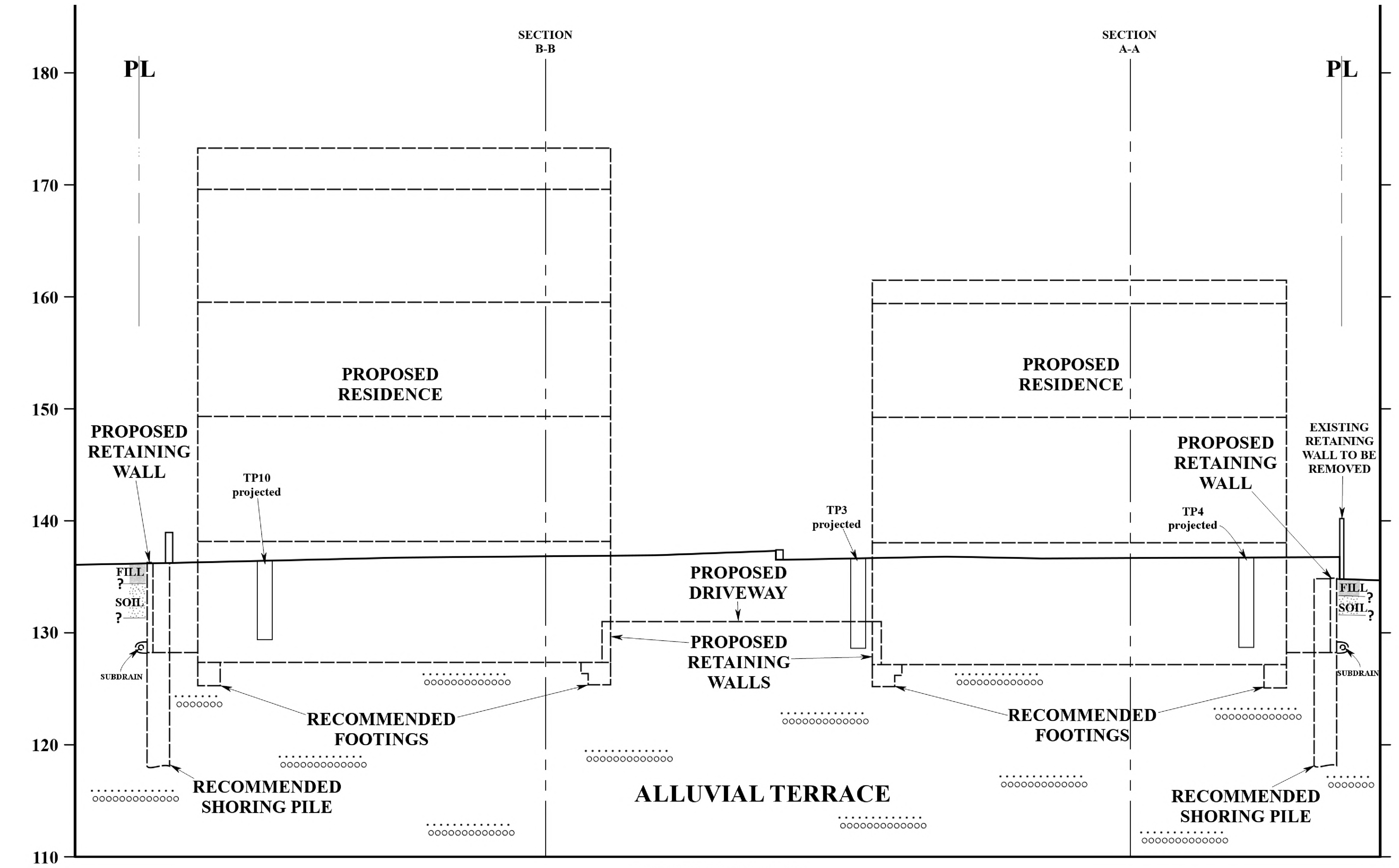
N



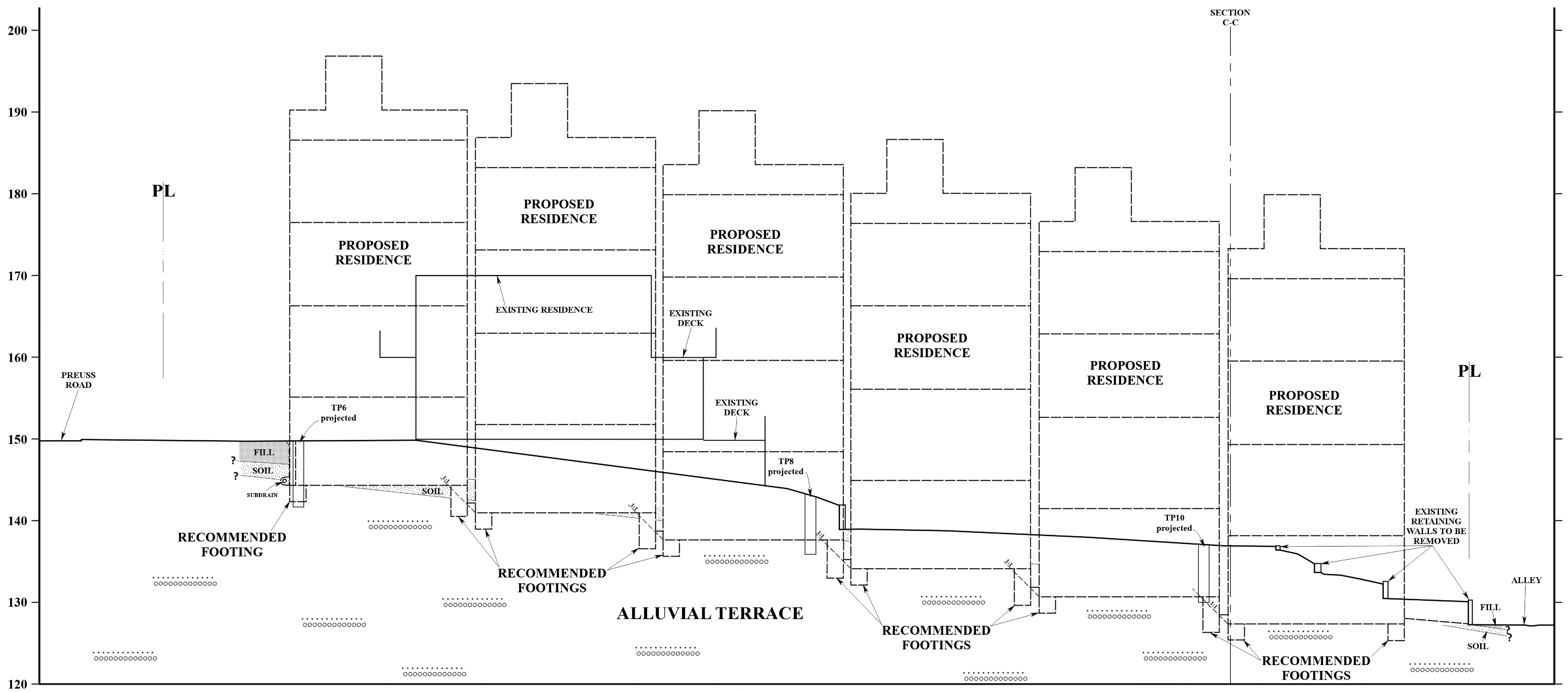

SCHICK GEOTECHNICAL, INC.
SITE MAP
TP10 LOCATION AND NUMBER OF HAND-DUG TEST PITS
B6 LOCATION AND NUMBER OF BORINGS
A2 LOCATION AND NUMBER OF 3" HAND AUGERS
GRAPHIC SCALE
SCALE : 1" = 8'
SAWYER
STREET
PREUSS
ROAD
ALLEY
ALQUIST-PRIOLO FAULT ZONE
PROPOSED FOUR STORY RESIDENCES WITH ROOF DECKS
PROPOSED RETAINING WALL
SHORING PILES
PROPOSED WALKWAY & STAIRS
PROPOSED WALL
PROPOSED THREE STORY RESIDENCE WITH ROOF DECK
PORTION OF LOT 24
PROPOSED DRIVEWAY
FILL & SOIL OVER ALLUVIAL TERRACE
LOT 44 & PORTION OF LOT 45
RESIDENCE
GARAGE
UNIT A
UNIT B
UNIT C
UNIT D
UNIT E
UNIT F
UNIT G
UNIT H
UNIT I
UNIT J
UNIT K
UNIT L
5 ft. FAULT SETBACK ZONE



SECTION A-A



SECTION C-C



SECTION B-B

SCHICK GEOTECHNICAL, INC.

DATE: Mar 2023
DRAWN: ACT
SCALE: 1" = 8'
JOB: Dauer

SG 9402-W

CITY OF LOS ANGELES
CALIFORNIA

KAREN BASS
MAYOR

DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

May 5, 2023

LOG # 125722
SOILS/GEOLOGY FILE - 2
AP-Newport Inglewood Fault Zone

Risa & Marc Dauer
2113 Duxbury Circle
Los Angeles, CA 90034

TRACTS:	12110 // 1250
LOTS:	FR 24 // 44
LOCATION:	1904 & 1906 S. Preuss Road

CURRENT REFERENCE REPORT/LETTER	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Geology/Soils Report	SG 9402-W	03/24/2023	Schick Geotechnical, Inc.
Oversized Doc(s).	``	``	``

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Dept. Approval Letter	117724	08/03/2021	LADBS
Addendum Report	SG 9402-W	03/01/2021	Schick Geotechnical, Inc.
Dept. Approval Letter	101108-03	08/28/2018	LADBS
Response Report	SG 9402-W	08/23/2018	Schick Geotechnical, Inc.
Response Report	``	07/17/2018	``
Response Report	``	06/18/2018	``
Fault Report	``	06/14/2018	``
Geology/Soils Report	``	11/25/2017	``
Laboratory Test Report	SL17.2499	06/28/2017	Soil Labworks, LLC

The Grading Division of the Department of Building and Safety has reviewed the current reference report dated 03/24/2023 that provides recommendations for the proposed construction of twelve multi-level single family residences with basements and retaining walls. The earth materials at the subsurface exploration locations consist of up to 3 feet of uncertified fill underlain by up to 3 feet of native soil underlain by alluvium. The consultants recommend to support the proposed structures on conventional foundations bearing on native undisturbed soils.

The project is located within a Fault Zone identified by the State of California Alquist-Priolo Act. According to the referenced reports, no evidence of active fault rupture was found in the portion of the site within the limits of exploration. The reports conclude that the portion of the site to the west of the 5-foot fault setback zone is free from active fault rupture. This conclusion is predicated on subsurface data obtained from the subject site.

The Department previously conditionally approved the above previous reference reports for a surface fault rupture hazard investigation (fault report) the previously proposed construction of a 5-story multi-family structure with subterranean parking, shoring and retaining walls in a letter dated 08/28/2018, Log #101108-03 and for two, 3-level duplexes with basement and retaining walls in a letter dated 08/03/2021, Log #117724.

The referenced reports are acceptable for the currently proposed project, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. No structures for human occupancy shall be located to the east of the 5-foot fault setback zone depicted on the Site Map of the 03/24/2023 report. If structures for human occupancy are proposed in this area, submit a supplemental report to the Grading Division for review and approval.

2. The project engineering geologist shall observe all final removal excavations to verify that the conclusions of the current fault investigation are correct and that no fault trace or evidence of ground deformation are exposed in the excavation. Each panel of the shoring excavation shall be logged prior to installation of lagging and a field memo documenting that the panel has been logged shall be prepared for review by the Deputy Grading Inspector and Building Inspector(s). A supplemental report that summarizes the geologist's observations shall be submitted to the Grading Division of the Department upon completion of the excavations. If evidence of faulting is observed, the Grading Division shall be notified and a site meeting scheduled.

3. The entire site shall be brought up to the current Code standard (7005.9).

4. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

   201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

5. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.

6. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).

7. All recommendations of the reports that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

8. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

9. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

10. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95

percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

11. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

12. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

13. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

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14. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).

15. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

16. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

17. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

18. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).

19. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

20. Shoring shall be designed for a minimum EFP of 67 PCF; all surcharge loads shall be included into the design, as recommended.

21. Shoring shall be designed for a maximum lateral deflection of 0.5 inch, as recommended.

22. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

23. All foundations shall derive entire support from native undisturbed alluvial terrace soils, as recommended and approved by the geologist and soils engineer by inspection.

24. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2).

25. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1).

26. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

27. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).

28. Slabs placed on approved compacted fill shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

29. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

30. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

31. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 9 of the 03/24/2023 report. All surcharge loads shall be included into the design.

32. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on the wall pressure analysis of the reference report (1803.5.12).

33. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

34. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

35. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

36. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

37. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

38. The structures shall be connected to the public sewer system per P/BC 2020-027.

39. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).

40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

41. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).

42. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

43. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

44. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).

45. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

46. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

47. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

CASEY LEE JENSEN
Engineering Geologist Associate III

DAN RYAN EVANGELISTA
Structural Engineering Associate IV

CLJ/DRE:clj/dre
Log No. 125722
213-482-0480

cc: Billy Diep, Applicant
Schick Geotechnical, Inc., Project Consultant
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District LA	Log No. 125722

APPLICATION FOR REVIEW OF IMPORT-EXPORT ROUTES

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 201 N. Figueroa St., 3rd Fl., Los Angeles, CA 90012
Telephone No. (213) 482-0480.
B. Submit one copy of application with items "1" through "4" and "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION
Tract: TR 12110 & TR 1250
Block: NONE Lots: 24, 44 & A PORTION OF 45

2. PROJECT ADDRESS:
1904-1906 PREUSS RD, LOS ANGELES, CA 90034

3. OWNER: RISA & MARC DAUER
Address: 2113 DUXBURY CIRCLE
City: LOS ANGELES Zip: 90034
Phone (Daytime): 310-753-2311

4. APPLICANT BILLY DIEP
Address: 127 ARENA ST
City: EL SEGUNDO Zip: 90245
Phone (Daytime): 310-322-3700
E-mail address: BILLY.D@BREAKFORMDESIGN.COM

5. GRADING PERMIT APPLICATION #:

6. PLAN CHECK #:

7. Status of project: ☑ Proposed ☐ Under Construction ☐ Storm Damage
8. Previous site reports? ☑ YES if yes, give date(s) of report(s) and name of company who prepared report(s)
03/01/2021, SG 9402-W SCHICK GEOTECHNICAL, INC.
9. Previous Department actions? ☑ YES if yes, provide dates and attach a copy to expedite processing.
Dates: 08/03/2021
10. Applicant Signature: Position: Project Manager

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED		FEES
☐ Soils Engineering		No. of Lots		
☐ Geology		No. of Acres		
☐ Combined Soils Engr. & Geol.		☐ Division of Land		
☐ Supplemental		Other		
☑ Combined Supplemental	363.00	☑ Expedite		181.50
☐ Import-Export Route		☐ Response to Correction		
Cubic Yards:		☐ Expedite ONLY		
		Sub-total		544.50
		One-Stop Surcharge		129.80
		TOTAL FEE		674.30

Fee Due: 674.30
Fee Verified By: ML Date: 4/8/23
(Cashier Use Only)

1554629 Pd 4/10/23

ACTION BY: ____________

THE REPORT IS: ☐ NOT APPROVED
☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

____________ For Geology ____________ Date

____________ For Soils ____________ Date

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1904-1906 Preuss Road

Scenario: 12 Townhouse Units

Address: 1904 S PREUSS ROAD, 90034

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit

○ Yes ● No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	2	DU
Housing | Single Family	2	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Townhouse	12	DU
Housing | Townhouse	12	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
15 Daily Vehicle Trips	53 Daily Vehicle Trips
106 Daily VMT	367 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	38 Net Daily Trips
The net increase in daily VMT ≤ 0	261 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

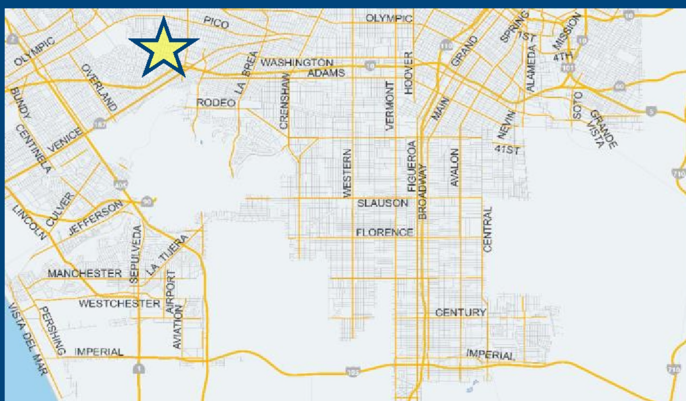
CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: 1904-1906 Preuss Road

Scenario: 12 Townhouse Units

Address: 1904 S PREUSS ROAD, 90034



Proposed Project Land Use Type	Value	Unit
Housing | Townhouse	12	DU

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility
☐ Proposed Prj ☐ Mitigation
Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC
☐ Proposed Prj ☐ Mitigation
Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers
☐ Proposed Prj ☐ Mitigation
Select Proposed Prj or Mitigation to include this strategy

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
47 Daily Vehicle Trips	**47** Daily Vehicle Trips
320 Daily VMT	**320** Daily VMT
N/A Household VMT per Capita	**N/A** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: N/A Threshold = 6.0 15% Below APC	**Household: N/A** Threshold = 6.0 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

Project Information

Land Use Type		Value	Units
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	12	DU
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: August 9, 2023
Project Name: 1904-1906 Preuss Road
Project Scenario: 12 Townhouse Units
Project Address: 1904 S PREUSS ROAD, 90034

Version 1.4

Analysis Results

Total Employees: N/A
Total Population: N/A

Proposed Project		*With Mitigation*	
47	Daily Vehicle Trips	N/A	Daily Vehicle Trips
N/A	Daily VMT	N/A	Daily VMT
N/A	Household VMT per Capita	N/A	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee

Significant VMT Impact?

APC: South Los Angeles

Impact Threshold: 15% Below APC Average
Household = 6.0
Work = 11.6

Proposed Project		*With Mitigation*	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 6.0	N/A	Household > 6.0	N/A
Work > 11.6	N/A	Work > 11.6	N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	Reduce parking supply	City code parking provision (spaces)	100	100
		Actual parking provision (spaces)	24	24
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR-implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

TDM Adjustments by Trip Purpose & Strategy

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*
MAX. TDM EFFECT	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*	*13%*

= Minimum (X%, 1-[(1-A)*(1-B)...])

where X%=

PLACE	urban	*75%*
TYPE	compact infill	*40%*
MAX:	*suburban center*	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)...]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	10	-20.0%	8	N/A	N/A	N/A
Home Based Other Production	29	-34.5%	19	N/A	N/A	N/A
Non-Home Based Other Production	13	0.0%	13	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	14	-28.6%	10	N/A	N/A	N/A
Non-Home Based Other Attraction	3	0.0%	3	N/A	N/A	N/A

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A
Total Employees: N/A
APC: South Los Angeles

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**N/A**	**N/A**
Total Home Based Work Attraction VMT	**N/A**	**N/A**
Total Home Based VMT Per Capita	**N/A**	**N/A**
Total Work Based VMT Per Employee	**N/A**	**N/A**

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term "City" as used below shall refer to the City of Los Angeles. The terms "City" and "Fehr & Peers" as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City's consultant calibrated the VMT Calculator's parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator's accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED "as is" WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	______________________
Print Name:	______________________
Title:	______________________
Company:	______________________
Address:	______________________
Phone:	______________________
Email Address:	______________________
Date:	______________________

REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
  - Ministerial / by-right projects
  - Discretionary projects limited to a request for change in hours of operation
  - Tenant improvement within an existing shopping center for change of tenants
  - Any project only installing a parking lot or parking structure
  - Time extension
  - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro	West LA	Valley
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor	7166 W. Manchester Blvd	6262 Van Nuys Blvd, 3rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: CPC-2023-6115-DB-HCA, VTT-84089-SL-HCA

Address: 1904-1906 South Preuss Road

Project Description: Subdivision of two lots for the construction of a 12-unit small lot dev. and requesting a DB incentive and waiver

Seeking Existing Use Credit (will be calculated by LADOT): Yes ______ No ______ Not sure ✓

Applicant Name: Marc & Risa Dauer, Preuss Development, LLC

Applicant E-mail: docdauer@me.com Applicant Phone: ______

Planning Staff Initials: DW **Date:** 12/01/23

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips[1]**
Proposed[1]	Townhomes/Small Lot Homes	11	48
	Multi-family Affordable Housing	1	4
		Total trips[1]:	

a. Does the proposed project involve a discretionary action? **Yes** ☑ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☐ **No** ☑

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☑

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name: David Woon Phone: (213)978-1368

Signature: David Woon Date: 12/01/23

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	Townhouse DU	11	
	Affordable Housing DU	1	
	Total new trips:		53
Existing	Single Family Dwelling	2	
	Total existing trips:		15
	Net Increase / Decrease (+ or -)		38

- **a.** Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☒
- **b.** Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☒
- **c.** Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☒
- **d.** Would the project result in a net increase in daily VMT? **Yes** ☐ **No** ☒
- **e.** If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☒
- **f.** Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☐ **No** ☐
- **g.** Project size:
  - **i.** Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☒
  - **ii.** Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒
  - **iii.** Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☒

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT Comments:

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☐ **No** ☒

Fee Calculation Estimate: ____________________

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☒

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☒

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☒

Prepared by DOT Staff Name: Eileen Hunt Phone: 213-972-8481

Signature: Eileen Hunt Digitally signed by Eileen Hunt Date: 2024.05.24 15:16:57 -07'00' Date: 5/24/24

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 1904-1906 PREUSS RD VTT-84089-SL

Scenario:

Address: 1904 S PREUSS ROAD, 90034

WWW

Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	2	DU
Housing | Single Family	2	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Affordable Housing - Family	1	DU
Housing | Townhouse	11	DU
Housing | Affordable Housing - Family	1	DU

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
15 Daily Vehicle Trips	53 Daily Vehicle Trips
106 Daily VMT	367 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station.	☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	38 Net Daily Trips
The net increase in daily VMT ≤ 0	261 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

5/24/2024

Noise Effects

Audible Noise Changes – Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA is readily perceptible to a person with normal hearing sensitivity. A 10 dBA increase is subjectively heard as a doubling in loudness.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or point source, will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 DBA and a reference distance of 50 feet, then the noise level would be 83 DBA at a distance of 100 feet from the noise source, 77 DBA at a distance of 200 feet., and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard services and 4.8 dBA over soft services for each doubling of the distance.

Noise is most audible when there is a direct line-of-sight. Solid barriers such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduced noise levels from the source, since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not solid, high, or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Regulatory Frameworks

State

Department of Health Services – The Department of Health Services, Environmental Health Division, has published the Guidelines for Noise and Land Use Compatibility (the State Guidelines) which recommend guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. The State Guidelines, which is illustrated in Table 4.12-1, indicates that residential land use and other noise sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA.

According to the State Guidelines, an exterior noise level of 60 dBA is considered to be a "normally acceptable" noise level for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 DBA are typically considered "normally acceptable" for multifamily units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA exterior noise levels are typically considered "conditionally acceptable" and residential construction should only occur after a detailed analysis of noise reduction requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks that place structures outside the conditionally acceptable noise contour and orientation.

California Code of Regulations (CCR) – Title 24 of the CCR codifies Sound Transmission Control requirements, which establishes uniform minimum noise Insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 DBA in any habitable room of new multifamily dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

Department of Housing and Community Development – The Department of Housing and Community Development advises that new residential units should not be exposed to outdoor ambient noise levels in excess of 65 dBA and, if necessary, sufficient noise insulation must be provided to reduce interior ambient noise levels to 45 dBA. Within a 65 dBA exterior noise environment, interior noise levels are typically reduced to acceptable levels (to at least 45 dBA) through conventional construction, but with closed windows and fresh air supply systems or air conditioning.

Community Noise Exposure
CNEL, dB

Land Use	**Normally Acceptable1**	**Conditionally Acceptable2**	**Normally Unacceptable3**	**Clearly Unacceptable4**
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	Above 70
Multi-Family Homes	50-65	60-70	70-75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	Above 80
Transient Lodging- Motels, Hotels	50-65	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	-	50-70	-	Above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	Above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	Above 80
Office Buildings, Business and Professional Commercial	50-70	67-77	Above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	Above 75	-

Source: California Department of Health Services, as referenced in the 2006 City of Los Angeles L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles.
Notes:
1 Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
2 Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3 Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4 Clearly Unacceptable: New construction or development should generally not be undertaken.

Local

Los Angeles Municipal Code (LAMC) - City of Los Angeles has a comprehensive set of regulations concerning the generation of control of noise that could adversely affect people and noise sensitive land uses that are located in four different chapters of the code – the Zoning Ordinance (Chapter I), the General Welfare (Chapter IV), Building Code (Chapter IX), and Noise Regulation (Chapter XI).

Regarding construction, Section 41.40. (Noise Due to Construction, Excavation Work – When Prohibited) in Chapter IV (Public Welfare) of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM, since such activities would generate loud noises and disturb persons occupying the sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind, or perform such work within 500 feet of land so occupied before 8:00 AM or after 6:00 PM on any Saturday or on a federal holiday, or at any time on Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside the limits described above.

LAMC Section 91.106.4.8, in the Building Code (L AMC Chapter IX) requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the sites, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

Chapter XI (Noise Regulation) of the LAMC addresses sources of noise other than construction activities. Chapter XI is intended to prohibit unnecessary, excessive, and annoying noises from all sources within the city. A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the noise regulations. The 5 dBA increase above ambient is applicable to City regulated noise sources (e.g., mechanical equipment – LAMC Section 112.02), and it is applicable anytime of the day. The LAMC states that the baseline ambient noise shall be the actual measured ambient noise level or the City’s presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise levels averaged over a period of at least 15 minutes. The LAMC indicates that in cases where the actual measured ambient conditions are not known, the City's presumed noise levels should be used. The presumed ambient noise levels are in section 111.03. (Minimum Ambient Noise Level) of the LAMC.

ZONE	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
	DAY	NIGHT
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65
Source: LAMC 111.03 In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.		

To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than 5 minutes but less than 15 minutes in any one-hour period (for a total of 10 DBA above the ambient), and an additional 5 dBA allowance (total of 15 dBA above the ambient) for noise sources occurring 5 minutes or less in any one hour periods. These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours). Furthermore, LAMC provides a reduction of 5 dBA for steady, high-pitched noise or repeated impulsive noise. The LAMC defines impulsive noise as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example, in the LAMC, impulsive sound includes explosions, musical bass, drum beats, or the discharge of firearms.

LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment) requires that any heating, ventilation, or air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) of the LAMC specifies the maximum noise level of powered equipment or powered hand tools. Any powered equipment or hand tool that produces a maximum noise level exceeding 75 DBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers, and or any other noise reduction device or techniques during the operation of equipment.

Building Code

City of Los Angeles Building Sound Insulation Regulations – With the development of inexpensive insulation materials, air conditioning, and improved noise reduction techniques, it became economically feasible to design buildings that provide effective insulation from outside noise as well as from weather conditions. It has been estimated that standard insulation, window sealing efficiency, and other energy conservation measures reduce exterior-to-interior noise by approximately 15 dBA. Such a reduction generally is adequate to reduce interior noise from outside sources, including street noise, to an acceptable level. Building setbacks and orientation also reduce noise impacts.

Sound transmission control requirements are included in the International Building Code (IBC), which are the basis for the 2016 California Building Code (CBC) CBC states noise insulation standards (CBC Title 24, Section 1207.4). The standards require that intrusive noise not exceed 45 dBA in any habitable room and has been incorporated into the City of Los Angeles Building Code (LAMC Section 91).

The City of Los Angeles Building Code guides building construction. The insulation provisions are intended to mitigate interior noise from outside sources, as well as sound between structural units. The provisions vary according to the intended use of the building, e.g., residential, commercial, and industrial. The regulations are intended to achieve a maximum interior sound level equal to or less than the ambient noise level standard for a particular zone, as set forth in the city's noise ordinance.

Community Plan

West Adams – Baldwin Hills – Leimert Community Plan EIR, Existing – A series of exterior daytime sound measurements were taken on September 21, 2010 to characterize existing conditions in the West Adams – Baldwin Hills – Leimert Community Plan Area. The monitoring occurred between 11:00 AM and 2:00 PM. Sound measurements were taken using a SoundPro DL Sound Level calibrated before and after the measurements. Noise monitoring locations are shown in Figure 4.12-2. Table 4.12-4 shows that the existing ambient noise level within the Project vicinity were measured at 68.2 dBA L_{EQ}. The major source of noise was from automobiles.

The Community Plan monitoring location nearest the project site is outlined in red on Table 4.12-4. Located at Cadillac Ave and Bedford Street, 1,500 feet from the Project site, the noise monitoring location shows an existing ambient noise level of 8.2 dBA L_{EQ}.

West Adams – Baldwin Hills – Leimert Community Plan EIR, Construction Noise Mitigation Measures – N1: As a condition of approval for any Discretionary or "Active Change Area Project", as defined in Section 3.4 of the Project Description, the City shall require all contractors to include the following best management practices in contract specifications:

- Construction haul truck and materials delivery traffic shall avoid residential areas whenever feasible. If no alternatives are available, truck traffic shall be routed on streets with the fewest residences.
- The construction contractor shall locate construction staging areas away from sensitive uses.
- When construction activities are located in close proximity to noise-sensitive land uses, noise barriers (e.g., temporary walls or piles of excavated material) shall be constructed between activities and noise sensitive uses.
- Impact pile drivers shall be avoided where possible in noise-sensitive areas. Drilled piles or the use of a sonic vibratory pile driver are quieter alternatives that shall be utilized where geological conditions permit their use. Noise shrouds shall be used when necessary to reduce noise of pile drilling/driving.
- Construction equipment shall be equipped with mufflers that comply with manufacturers' requirements.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.

The proposed Project will comply with all measures from the Community Plan named above.

LEGEND: West Adams CPA # Noise Monitoring Locations

1. Crenshaw Blvd between 66th and 67th Streets
2. Slauson Avenue at 2nd Street
3. Martin Luther King Jr. Blvd at Leimert Blvd
4. Don Diablo Drive at Don Arellanas Drive
5. Slauson Avenue at 2nd Street
6. Martin Luther King Jr. Blvd at Leimert Blvd
7. Washington Blvd between Harcourt and Palm Grove Avenues
8. Cadillac Avenue at Bedford Street

APPROX. SCALE N 0 2,400 4,800 FEET

SOURCE: ESRI and TAHA, 2012.

taha West Adams New Community Plan Environmental Impact Report

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taha 2010-074

FIGURE 4.12-2

NOISE MONITORING LOCATIONS

Figure 4.12-2: West Adams – Baldwin Hills - Leimert Community Plan EIR Noise Monitoring Locations

★ - Approximate Location of Project Site

TABLE 4.12-4: EXISTING NOISE LEVELS	
Noise Monitoring Location	**Sound Level (dBA, L_{eq})**
Crenshaw Boulevard between 66th and 67th Streets	72.2
Slauson Avenue at 2nd Street	65.6
Martin Luther King at Leimert Boulevards	71.7
Don Diablo at Don Arellanes Drives	51.2
Crenshaw Boulevard between Coliseum Street and Rodeo Road	69.9
La Brea Avenue and Roseland Street	75.5
Washington Boulevard between Harcourt Avenue and Palm Grove Avenue	70.3
Cadillac Avenue and Bedford Street	68.2

SOURCE: TAHA, 2012.

Source: West Adams – Baldwin Hills - Leimert Community Plan EIR Noise Levels
The monitoring location nearest the project site are outlined in red.

Project Background

The Project site is located at 1904-1906 S Preuss Road on two contiguous lots within the City of Los Angeles. The site is currently occupied by two structures which consist of a single-family dwelling on each lot as well as 13 non-protected significant trees. The Project proposes construction of 12 (twelve), four-story small lot subdivision homes, each on their own small lot, with 24 (twenty-four) at-grade parking spaces, two spaces assigned to each small lot home (no subterranean parking is part of this Project). The total size of the Project site is 16,774.98 square feet. Setbacks for the project include a 10-foot front yard (to the west), a 15.2-foot rear yard, and 5-foot side yards.

Existing Conditions

Surrounding Sensitive Uses

The City's Noise Element defines the following land uses as noise-sensitive receptors: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.

Preuss Road bounds the site to the west. Across Preuss Road, a Standard Local Street containing 50 feet of public right-of-way, are more residential uses including a single-family home at 1905 S Preuss Road and a single-family home at 1907 S Preuss Road. An approximately 15-foot wide alley bounds the site to the east (the rear yard). To the east of the alley are more residential structures including a single-family home at 1905 S Shenandoah Street and a 10-unit multifamily structure at 1907 S Shenandoah Street. There are single-family residential uses directly adjacent to the site to the north and south at 1902 and 1908 S Preuss Road, respectively. The closest residential use is located to the east at 1908 S Preuss Road, adjacent to the shared property line.

Approximately 260 feet from the Project site is an assisted living facility (Beverlywood Residential Facility). Located at 1920 S Robertson Blvd, the assisted living facility is separated from the Project site by a row of residential structures and a fifteen-foot (15-foot) alley.

Preuss Road is considered a "Local Street-Standard" roadway and is currently improved with a 50-foot ROW. The half-ROW on the Project's side of the centerline would be improved from the existing 25-foot half-ROW to a 30-foot half-ROW width as part of the Project in accordance with

The Citywide General Plan Circulation System maps. The most recent 24-hour traffic count conducted for Preuss Road at the intersection of Preuss Road and Sawyer Street (approximately 140 feet from the Project site) shows 819 total vehicles driving north- and south-bound on Preuss Road between the hours of 00:00:00 and 23:59:00. Speed limits are not posted but are presumed to be 25 mph.

Robertson Boulevard (Blvd), a north- and south-bound Modified Avenue II sits approximately 390 feet to the west of the Project site. The most recent traffic count conducted for Robertson Blvd at the intersection of Robertson Blvd and Sawyer Street (approximately 425 feet from the Project site) shows 41,984 total vehicles driving north- and south-bound on Robertson Blvd between the hours of 00:00:00 and 23:59:00.

To identify existing noise conditions, five short-term (15-minute) noise levels were measured in the vicinity of the project site. Figure 1, Noise Measurement Location Map, depicts the locations of the noise measurements. The Project team consultant conducted the noise survey on January 29, 2024, between 3:16 PM and 4:41 PM. The consultant calibrated and operated the sound measurement instrument according to the manufacturer's written specifications. At the measurement sites, the consultant placed the microphone at a height of approximately five feet above grade. As shown on Figure 1, Noise Measurement Location Map, the Consultant took the noise measurements near the closest noise-sensitive land uses: the single-family residential property to the north of the Project site located at 1902 S Preuss Road (NM1); the single-family residential property to the south of the Project site located at 1908 S Preuss Road (NM2); the assisted living facility (Beverlywood Residential Facility) located at 1920 S Robertson Blvd, approximately 260 feet from the Project site (NM3); the educational facility located at 1846 S Robertson Blvd (Gan-Yaffa Kindergarten), approximately 390 feet from the Project site (NM4); and the religious facility located at 1952 S Robertson Blvd (Friendship Circle); approximately 490 feet from the Project site (NM5). Table I, Existing Ambient Noise Levels, provides a summary of the ambient noise data. Ambient average noise levels (L_{EQ}) were between 70.2 and 86.1 dBA L_{EQ}. The dominant noise sources were from vehicles traveling along the adjacent roadways, construction activity, handheld lawn power tools, and car doors closing in off- and on-street parking spaces, and urban ambience (human conversation, car radios, etc.).

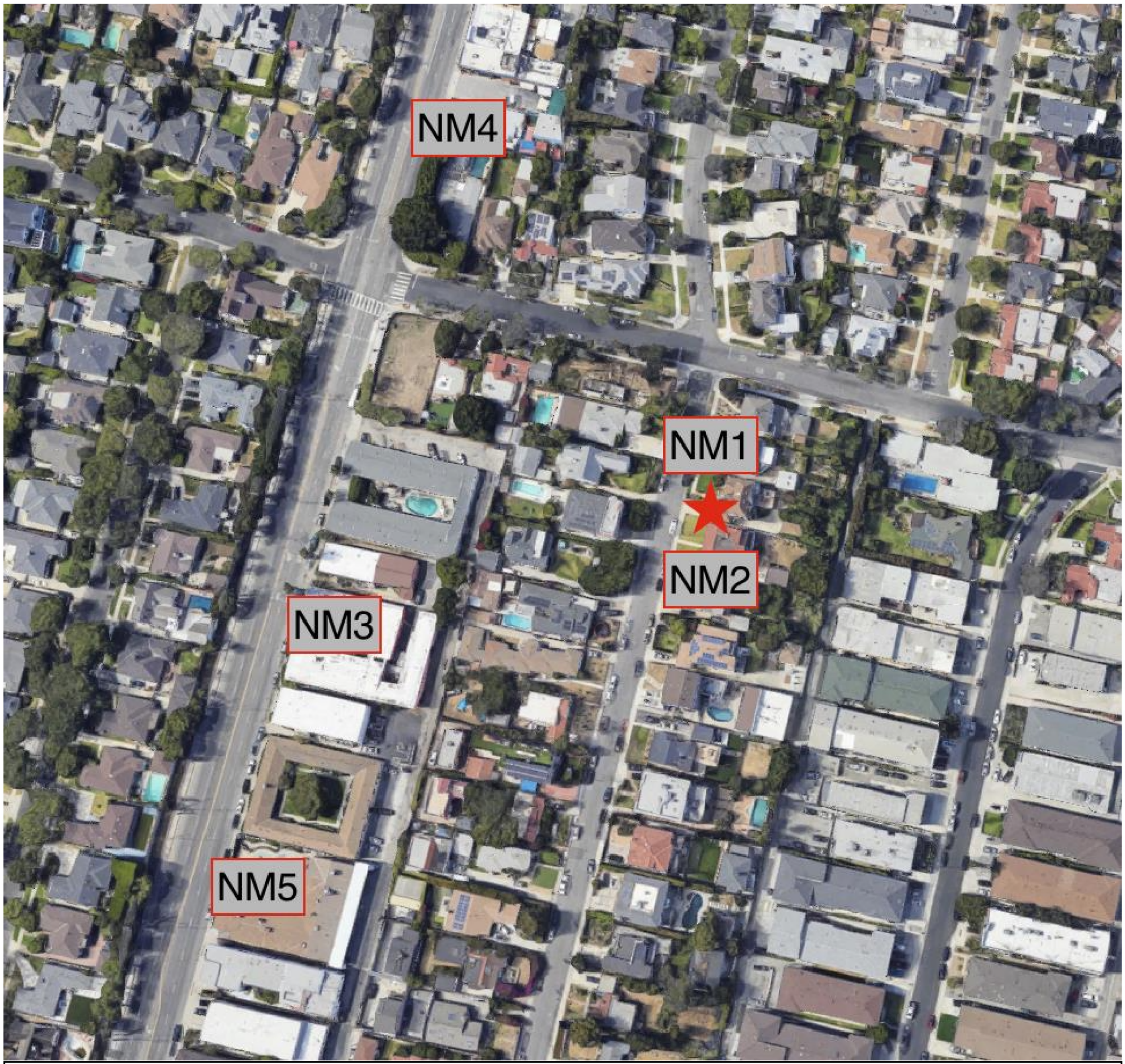


Figure 1 – Noise Measurement Locations

NOISE MEASUREMENT LOCATION	LOCATION	PRIMARY NOISE SOURCES	LEQ	LMAX	LMIN
NM1	1902 S Preuss Road	• Traffic on adjacent roadways • Construction activity • Handheld lawn power tools • Car doors closing in off- and on-street parking spaces • Urban ambience (human conversation, car radios, etc.)	72.4	107.6	49
NM2	1908 S Preuss Road		70.2	105.1	45.9
NM3	1920 S Robertson Blvd (Beverlywood Residential Facility)		86.1	98	76.4
NM4	1846 S Robertson Blvd (Gan-		82	96	72.7

	Yaffa Kindergarten)				
NM5	1952 S Robertson Blvd (Friendship Circle)		78	104.4	53.6

Table 1 – Existing Ambient Noise Levels

Project Noise Impacts

Construction Noise Impacts

For this analysis, a noise impact is considered potentially significant if Project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so. The proposed Project consists of the construction of 12 (twelve), four-story small lot subdivision homes, each on their own small lot, with 24 (twenty-four) at-grade parking spaces and no subterranean levels. The Applicant expects construction of the Project to last approximately 12-18 months and require the use of heavy equipment. The Applicant anticipates that the construction phases for the Project would include demolition, site preparation, grading, building construction, paving, and architectural coating. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. The maximum noise level of construction equipment is regulated by LAMC Section 112.05 to 75 dB at 50 feet from the source; however, the LAMC indicates such restrictions do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment.

Off-road Equipment

The City of Los Angeles limits construction activities to the hours between 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on any Saturday. Additionally, use of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery is prohibited unless technically infeasible.

The exact construction schedule for the proposed development is not known at this time. Construction activities proposed for similar projects typically include grading and improvements, construction of the building shells, interior finishing, and landscaping. Construction equipment such as bulldozers, backhoes, loaders, and assorted other hand tools and professional grade equipment would likely be used.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq noise levels.

Table 2 identifies highest (L_{EQ}) noise levels associated with each type of equipment identified for use, then adjusts this noise level for distance to the closest sensitive receptor and the extent of equipment usage (usage factor). The table is organized by construction activity and equipment associated with each activity.

Quantitatively, the primary noise prediction equation is expressed as follows for the hourly average noise level (Leq) at distance D between the source and receiver (dBA):

$$Leq = L_{EQ} @ 50' - 20 \log (D/50') + 10\log (U.F\%/100) - I.L.(bar)$$

Where:
L_{EQ} @ 50' is the published reference noise level at 50 feet
U.F.% is the usage factor for full power operation per hour
I.L.(bar) is the insertion loss for intervening barriers

Phase Name	Equipment	Usage Factor	dBA at 1908 Preuss Rd (no barrier)	dBA at 50 ft (no barrier)	dBA at 1908 Preuss Rd (with barrier)	dBA at 50 ft (with barrier)
Demolition	Backhoe	40%	87.6	73.6	77.6	63.6
	Dozer	40%	91.7	77.7	81.7	67.7
	Concrete Saw	20%	96.6	82.6	86.6	72.6
	Total	**N/A**	**98.2**	**84.2**	**88.2**	**74.2**
Site Preparation	Grader	40%	95.0	81.0	85.0	71.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**95.1**	**81.7**	**85.7**	**71.7**
Grading	Grader	40%	95.0	81.0	85.0	71.0
	Dozer	40%	91.7	77.7	81.7	67.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**97.2**	**83.2**	**87.2**	**73.2**
Building Construction	Crane	16%	86.6	72.6	76.6	62.6
	Forklift	20%	81.7	67.7	71.7	57.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**90.7**	**76.7**	**80.7**	**66.7**
Paving	Concrete Mixer	40%	88.8	74.8	78.8	64.8
	Paver	50%	88.2	74.2	78.2	64.2
	Roller	20%	87.0	73.0	77.0	63.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	**N/A**	**94.0**	**80.0**	**84.0**	**70.0**
Architectural Coating	Air Compressor	40%	87.7	73.7	77.7	63.7
	Total	**N/A**	**87.7**	**73.7**	**77.7**	**63.7**

Table 2: Noise levels at nearest sensitive receptor by construction phase
Source: FHWA's Roadway Construction Noise Model, 2006

On-Site Demolition

The site currently contains two single-family residential structures that will be demolished during the demolition phase of Project construction. As shown in Table 2 above, during this phase, off-road construction equipment expected to be used includes a backhoe, rubber-tired dozer, and concrete saw. This analysis assumes that each piece of equipment needed for this phase is being used simultaneously, as a worst-case scenario. In reality, equipment usage would vary based on the needs of the construction task at any given time.

The demolition phase is the loudest phase of construction. During this phase, noise levels at 1908 Preuss Road, the nearest sensitive receptor, could reach levels of 88.2 dBA with the insertion of a construction barrier. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 63.2 dBA assuming closed windows and doors.

The L_{EQ} expected during the demolition phase could reach up to 74.2 dBA with the insertion of a construction barrier at a reference distance of 50 feet, which is below the threshold of exceeding 75 dBA at a distance of 50 feet.

Site Preparation

Site preparation is anticipated to require one day according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 85.7 dBA with the insertion of a construction barrier when heavy equipment such as a grader or backhoe operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 60.7 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

On-Site Grading

Grading is anticipated to require two days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 87.2 dBA with the insertion of a construction barrier when heavy equipment such as a grader or dozer operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 62.2 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

Building Construction

Construction activities would require smaller, less noisy equipment than demolition and grading but would require a longer duration, approximately 100 days, according to CalEEMod output based on a default construction schedule for a project of this size. At the closest residence construction noise levels could be as high as 80.7 dBA L_{EQ} with the insertion of a construction barrier. With closed windows, the noise interior noise level would decrease to about 55.7 dBA L_{EQ}. The construction barrier would assist in blocking noise at the ground floor.

Paving

Paving is anticipated to require five days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 84 dBA with the insertion of a construction barrier when heavy equipment operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 59 dBA assuming closed windows and doors. The construction barrier would reduce noise by approximately -10 dBA.

Architectural Coating

Architectural coating is the quietest phase of Project development and is anticipated to require five days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use, 10 feet from the property line, could experience noise levels of up to 77.7 dBA with the insertion of a construction barrier. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 52.7 dBA assuming closed windows and doors. The construction barrier would reduce noise by approximately -10 dBA.

Operational Noise Impacts

Noise levels of up 70 dBA CNEL are "normally acceptable" for residential uses and levels of up to 75 dBA CNEL are considered "conditionally acceptable."

As stated, Preuss Road near the site currently carries approximately 819 total vehicles per day. The Project is projected to add 53 total vehicle trips per day to Preuss Road (per the LADOT VMT Calculator included in the project file). The current residential uses that occupy the project site contribute an estimated 15 daily vehicle trips. Therefore, the proposed Project would add 38 net daily vehicle trips to Preuss Road, which translates to a total of 51 dBA. Therefore, traffic related noise will not require noise protection to meet the 70 dB CNEL exterior noise standard.

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior-to-interior noise level reduction is as follows:

- Partly open windows – 12 dB
- Closed single-paned windows – 20 dB
- Closed dual-paned windows – 30 dB

Use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new construction. Interior standards will be met as long as occupants have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning would meet this requirement.

Rooftop HVAC Equipment

Pursuant to LAMC Section 112.02, the project would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

This project does not propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The project would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that the project would include rooftop HVAC units for each of the 12 dwelling units for a total of 12 HVAC units. Based on noise levels for HVAC units similar to those expected to be used in the project, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all 12 roof-mounted HVAC units are in simultaneous use as a "worst- case" scenario although actual HVAC use would depend on weather conditions and tenant occupancy. Addition of the reference noise levels for the 12 HVAC units would result in a composite reference noise level of 78.9 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. Of the nearby sensitive land uses, the property which would experience the greatest level of noise from HVAC operation would be the single-family residence to the south of 1906 Preuss Road at 1908 Preuss Road. Units G, H, and I are the nearest to1908 Preuss Road (with a composite reference noise level of 72.8 dBA) and have approximately 9 feet of horizontal distance and 28 feet of vertical distance from the nearest portion of the project rooftop area in which HVAC units could potentially be placed. At these distances, noise levels from units G, H, and I would be reduced from 72.8 dBA to 41.2 dBAbased on the equation for distance attenuation of a point source. In addition, the parapet and roofline would decrease noise levels by a further 10 dBA based on the Federal Transit Administration (FTA) methodology for calculating barrier insertion loss for a final noise level of 31.2 dBA. Units J, K, and L are located adjacent to the portion of 1908 Preuss Road's property that is not developed and would therefore not impact residents inside their home.

The composite noise level of all of the rooftop HVAC systems operating simultaneously would be 68.9 feet at a distance of 3.3 feet. Given the approximately 9 feet of horizontal distance and 28 feet of vertical distance from the nearest portion of the project rooftop area in which HVAC units could potentially be placed, the composite noise level experience by the nearest sensitive use would be 49.73 dBA from the exterior and approximately 24.73 dBA from the interior portions of any nearby sensitive use structures. Therefore, simultaneous operation of the all twelve rooftop HVAC systems would not increase ambient noise levels beyond the significance threshold of 3 dBA CNEL.

Table 3 below shows the effects of the noise generated by the rooftop HVAC equipment on each nearby sensitive receptor. The average change in noise level for all receptors is 0 dBA. Generally, human detection of the change of a change in noise requires a change of +/-3dBA. Therefore, the impact of HVAC operational noise will not cause a potentially significant noise impact.

NOISE MEASUREMENT LOCATION	DISTANCE FROM PROJECT SITE	EXISTING L_{EQ}	L_{EQ} WITH HVAC UNITS[1]	L_{EQ} DIFFERENCE (EXISTING L_{EQ} - L_{EQ} WITH HVAC UNITS)
NM1	10 feet	72.4	72.4	0 dBA
NM2	10 feet	70.2	70.2	0 dBA

NM3	1920 S Robertson Blvd (Beverlywood Residential Facility)	86.1	86.1	0 dBA
NM4	1846 S Robertson Blvd (Gan-Yaffa Kindergarten)	82	82	0 dBA
NM5	1952 S Robertson Blvd (Friendship Circle)	78	78	0 dBA

Table 3: Noise levels at nearest sensitive receptors with HVAC units

On-Site Traffic Noise Exposure

The Project is expected to generate 53 average daily trips. The addition of 53 vehicle trips to the existing 819 vehicles trips per day on Preuss Road would cause a noise level of 51 dBA to a use 15 feet from the roadway, assuming all 53 trips take place within the same hour. The 51 dBA L_{EQ} noise level caused by the vehicle trips associated with the proposed Project represents a 0.1 dBA increase over the existing 70 dBA L_{EQ} noise level (for reference a doubling of traffic would create a +3 dBA increase). Project traffic noise impacts on Preuss Road will not exceed the +3 dBA CNEL noise significance threshold.

On-Site Human Activity

The Project plans to include a rooftop deck as private required, usable open space for each small lot home. AB 1307 (Wicks, 2023) was approved by California Governor Gavin Newsom on September 07, 2023 and took effect immediately as an urgency statute. AB 1307 specifies that the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment for residential projects for purposes of CEQA. Therefore, the noise levels generated by Project occupants on nearby residential uses are not considered as potentially significant environmental impacts of the Project.

Cumulative Impacts

A cumulative impact analysis considers project development in combination with ambient growth and other development projects within the project vicinity. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects in the nearby area could combine with onsite development to result in cumulative noise impacts.

Based on the City's screening criteria, noise from construction of development projects has the potential to affect noise-sensitive uses within a 500-foot radius of the construction site. As such, the following projects could contribute to a cumulative noise impact to receptors near the Project sites.

Projects within 500 Feet of Project Address	Relationship to Site	Proposed Use
1901 Preuss Road	194 ft northwest	5-unit residential building
8926 Sawyer Street	377 ft northwest	2-unit residential building and 3-unit residential building
1953 Preuss Road	498 ft southwest	6-unit small lot dwellings

Table 4: Nearby Projects

Noise from construction activities for four total Projects within proximity to each other can contribute to a cumulative noise impact for receptors located in close proximity to all four construction sites. Of all the sensitive receptors in proximity to the four construction sites, the single-family residential use at 1905 Preuss Road will receive the greatest impact as it is located approximately 55 feet away from the property line of the Project site at 1901 Preuss Road, approximately 110 feet from the property line at 8926 Sawyer Street, approximately 490 feet from the property line at 1953 Preuss Road, and 50 feet from the property line of the proposed Project at 1904-1906 Preuss Road.

Figure 2 below shows the Project site (1904-1906 Preuss Road), the other project sites (1901 Preuss Road, 8926 Sawyer Street, and 1953 Preuss Road), and the nearest sensitive use (1905 Preuss Road).

Figure 2 – Sensitive Uses Near Project Sites
- Nearest Sensitive Use

Cumulative Impacts – Construction Noise

All of the other projects within the noise impact catchment area have already begun construction and, at the time of this report, are at least in the framing phases of building construction while the subject has not yet completed the process of attaining building permits as it has not currently completed the Planning Entitlement process with the Los Angeles Department of City Planning. The initial stages of construction (demolition and grading) generate the highest level of noise. Grading activities are projected to take two days for the subject Project but are not projected to occur at the same time as the other nearby projects currently proposed within 500 feet. By the time the proposed Project breaks ground at the 1904-1906 Preuss Road site, the projects at 1901 Preuss Road, 8926 Sawyer Street, and 1953 Preuss Road will likely be fully built and operational or in the final stages of paving and architectural coating, which produce very little noise impact. Therefore, it is not expected that the cumulative noise impacts of the Projects' construction phases will cause a potentially significant impact.

Cumulative Impacts – Operational Noise

This report analyzes the cumulative noise impacts of the residential Projects at 1901 Preuss Road, 8926 Sawyer Street, 1953 Preuss Road, and the subject site by analyzing the noise impacts of the added rooftop HVAC equipment and the added vehicle trips from the projects collectively below.

Cumulative Impacts – Operational Noise from HVAC Equipment

Pursuant to LAMC Section 112.02, the projects would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

None of the Projects within 500 feet of the site at 1904-1906 Preuss Road propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The projects would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that each project would include rooftop HVAC units for each of their dwelling units. Based on noise levels for HVAC units similar to those expected to be used in the projects, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all roof-mounted HVAC units are in simultaneous use as a "worst- case" scenario although actual HVAC use would depend on weather conditions and tenant occupancy. The project at 1901 Preuss Road is the construction of a 5-unit condominium building. The project at 8926 Sawyer Street is the construction of a 5-unit multifamily residential building. The project at 1953 Preuss Road is the construction of a 6 small lot homes. Addition of the reference noise levels for the 5 HVAC units at 1901 Preuss Road would result in a composite reference noise level of 75 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. Addition of the reference noise levels for the 5 HVAC units at 8926 Sawyer Street would also result in a composite reference noise level of 75 dBA at 3.3 feet. Addition of the reference noise levels for the 6 HVAC units at 1953 Preuss Road would also result in a composite reference noise level of 75.8 dBA at 3.3 feet. And addition of the reference noise levels for the 12 HVAC units at 1904-1906 Preuss Road would also result in a composite reference noise level of 78.9 dBA at 3.3 feet.

Of the nearby sensitive land uses, the property which would experience the greatest level of noise from HVAC operation would be the single-family residence located at 1905 Preuss Road. The project at 1901 Preuss Road is located approximately 55 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 50.56 dBA, which would be reduced to 40.56 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 8926 Sawyer Street is located approximately 110 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 44.54 dBA, which would be reduced to 34.54 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 1953 Preuss Road is located approximately 490 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise impact of 32.4 dBA, which would be reduced to 22.4 dBA by the required line-of-sight barrier for rooftop mechanical equipment. The project at 1904-1906 Preuss Road is located approximately 50 feet from the property line of the single-family residence located at 1905 Preuss Road, resulting in a final noise level of 55.29 dBA, which would be reduced to 45.29 dBA by the required line-of-sight barrier for rooftop mechanical equipment.

Using the neighborhood ambient noise level of 68.3 dBA established within the Community Plan EIR, the addition of the each project's HVAC noise impacts would result in a total ambient noise level of 68.3 dBA, an increase of 0 decibels.

Therefore, simultaneous operation of all of the HVAC systems for projects within 500 feet would not increase ambient noise levels beyond the significance threshold of 3 dBA CNEL.

Cumulative Impacts – Operational Noise from Traffic

As stated above, the subject Project at 1904-1906 Preuss Road is expected to generate 53 average daily trips. The current single-family residential uses generate a collective 15 ADT. Therefore, the Project is projected to add 38 net ADT to Preuss Road. The project at 1901Preuss Road is expected to generate 22 ADT. The current single-family residential use generates 7 ADT. Therefore, the Project is projected to add 15 net ADT to Preuss Road. The project at 8926 Sawyer Street is expected to generate 25 ADT. The current single-family residential use generates 7 ADT. Therefore, the Project is projected to add 18 net ADT to Preuss Road. The project at 1953Preuss Road is expected to generate 26 ADT. The current two-family residential use generates 10 ADT. Therefore, the Project is projected to add 16 net ADT to Preuss Road. Combined, the expected cumulative traffic increase from all four Projects is 87 ADT, which results in a cumulative noise impact of 56.6 dBA. Preuss Road is a Local Street that currently carries 819 vehicles trips per day. The addition of 87 vehicle trips to the existing neighborhood ambient noise level of 68.2 dBA would not result in an increased ambient noise level (for reference a doubling of traffic would create a +3 dBA increase). Therefore, the cumulative traffic noise impacts on Preuss Road will not exceed the +3 dBA CNEL noise significance threshold.

Summary

Construction Noise Impacts

Neither construction of the proposed Project alone, nor in combination with other project sites included in this analysis are expected to cause potentially significant noise impacts.

Construction activities from project development may exceed noise levels allowed by Section 112.05 of the Municipal Code at the nearest off-site sensitive uses. This can be mitigated by required compliance with all applicable regulatory measures. Compliance with City of Los Angeles Noise Standards requires that:

- Construction activities are limited to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.
- Construction vehicles and equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers.

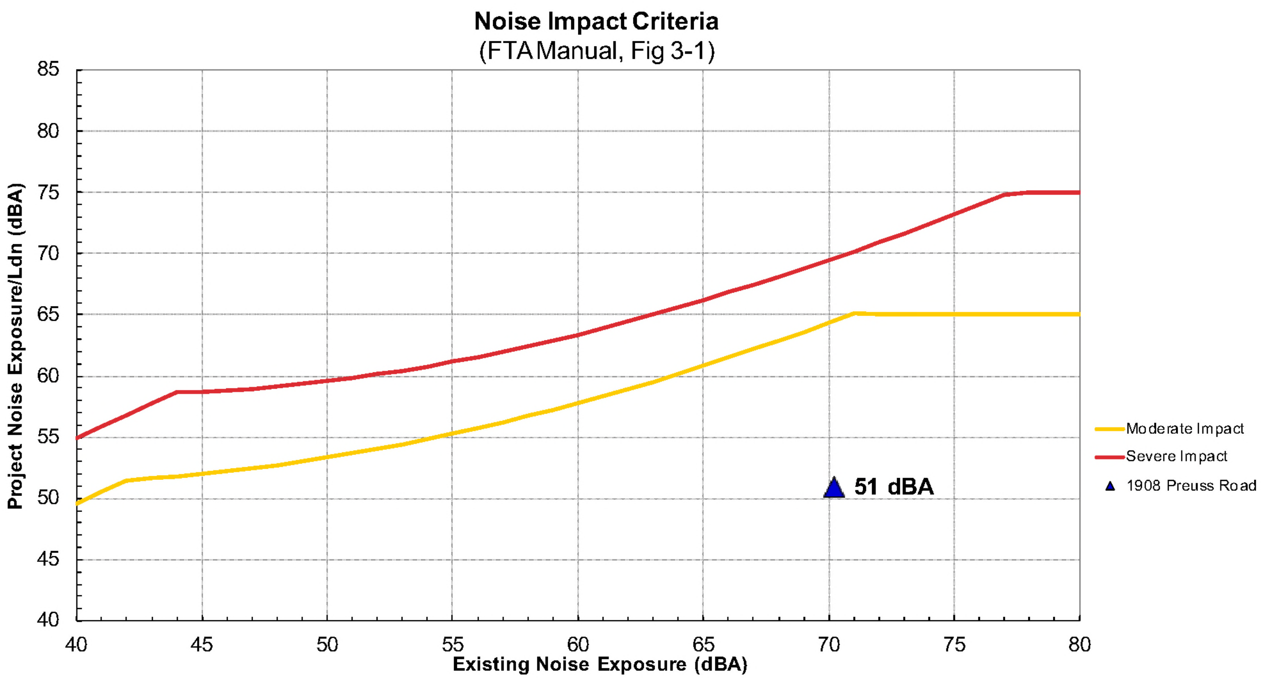
- Backup audible warning devices shall be replaced with backup strobe lights or other warning devices during evening construction activity to the extent permitted by the California Division of Occupational Safety and Health.
- Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at receptor is prohibited unless no means exist to reduce such noise below 75 dBA.
- Material stockpiles and/or vehicle staging areas shall be located as far as practical from dwelling units.

Operational Noise Impacts

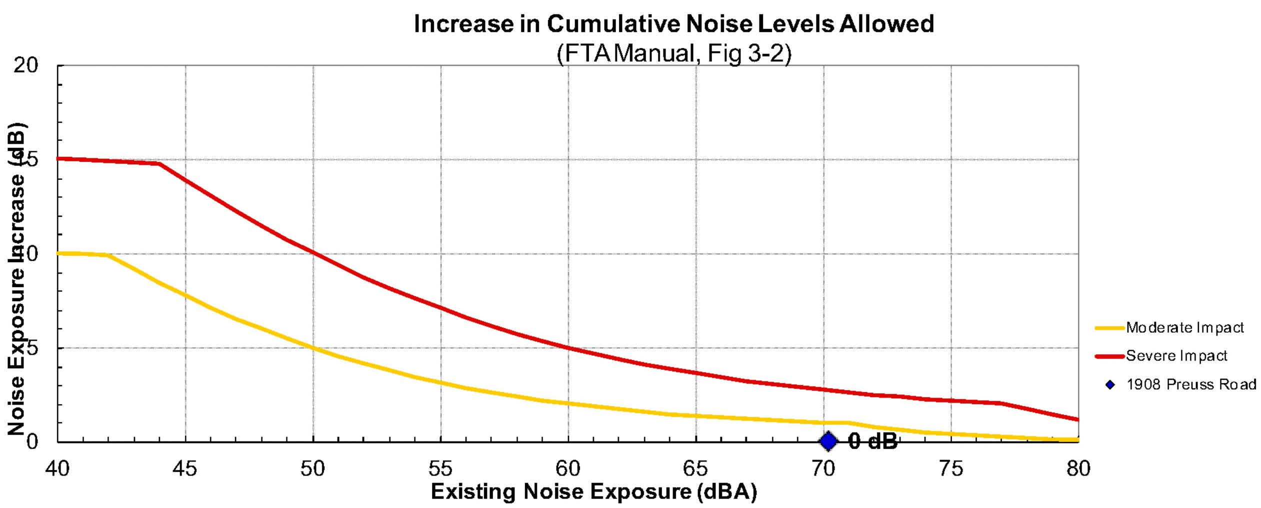
Neither noise generated from the HVAC units placed on the Project's rooftop nor from the traffic added to nearby roadways are expected to exceed pre-determined ambient noise significance thresholds.

Project: 1904-1906 Preuss Road
Receiver: 1908 Preuss Road

	Source	Distance	Project Ldn	Existing Ldn	Noise Criteria Mod. Impact	Noise Criteria Sev. Impact	Impact?
1	Automobiles and Vans	15 ft	51.0 dBA	70 dBA	64 dBA	69 dBA	None
2	--	50 ft		70 dBA	64 dBA	69 dBA	
3	--	50 ft		70 dBA	64 dBA	69 dBA	
4	--	70 ft		70 dBA	64 dBA	69 dBA	
5	--	ft		70 dBA	64 dBA	69 dBA	
6	--	ft		70 dBA	64 dBA	69 dBA	
	Combined Sources		**51 dBA**	**70 dBA**	**64 dBA**	**69 dBA**	**None**



Noise Impact Criteria
(FTA Manual, Fig 3-1)
Project Noise Exposure/Ldn (dBA)
Existing Noise Exposure (dBA)
51 dBA
Moderate Impact
Severe Impact
1908 Preuss Road



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)
Noise Exposure Increase (dB)
Existing Noise Exposure (dBA)
0 dB
Moderate Impact
Severe Impact
1908 Preuss Road

Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS
123 Columbia Court North • Suite 201 • Chaska, MN 55318
(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121
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The Industry's First Reusable, Indoor/ Outdoor Noise Barrier/Absorber

- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people

Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data

	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

NETT TECHNOLOGIES INC.

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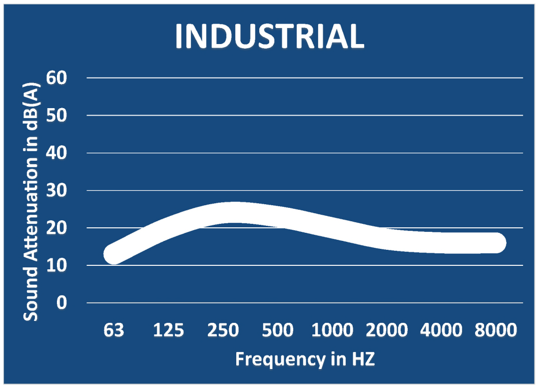
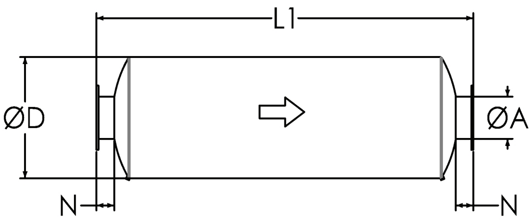
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

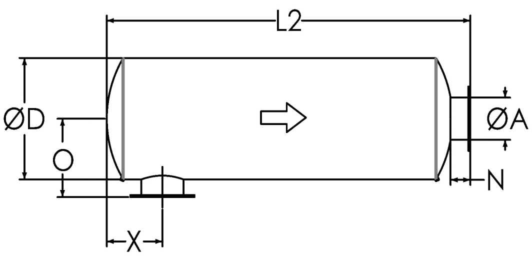
TYPICAL ATTENUATION CURVE



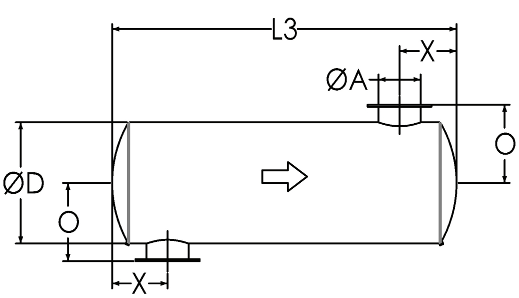
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

KAREN BASS
MAYOR OF LOS ANGELES

Sign In

Very High Fire Hazard Severity Zones

Los Angeles GeoHub
Private Organization

Summary

These are areas in the city that are at high risk of fire on windy, hot and dry days in Southern California.

View Full Details

Download

Details

Dataset
Feature Layer

August 27, 2020
Info Updated

August 27, 2020
Data Updated

November 13, 2015
Published Date

Records: 14
View data table

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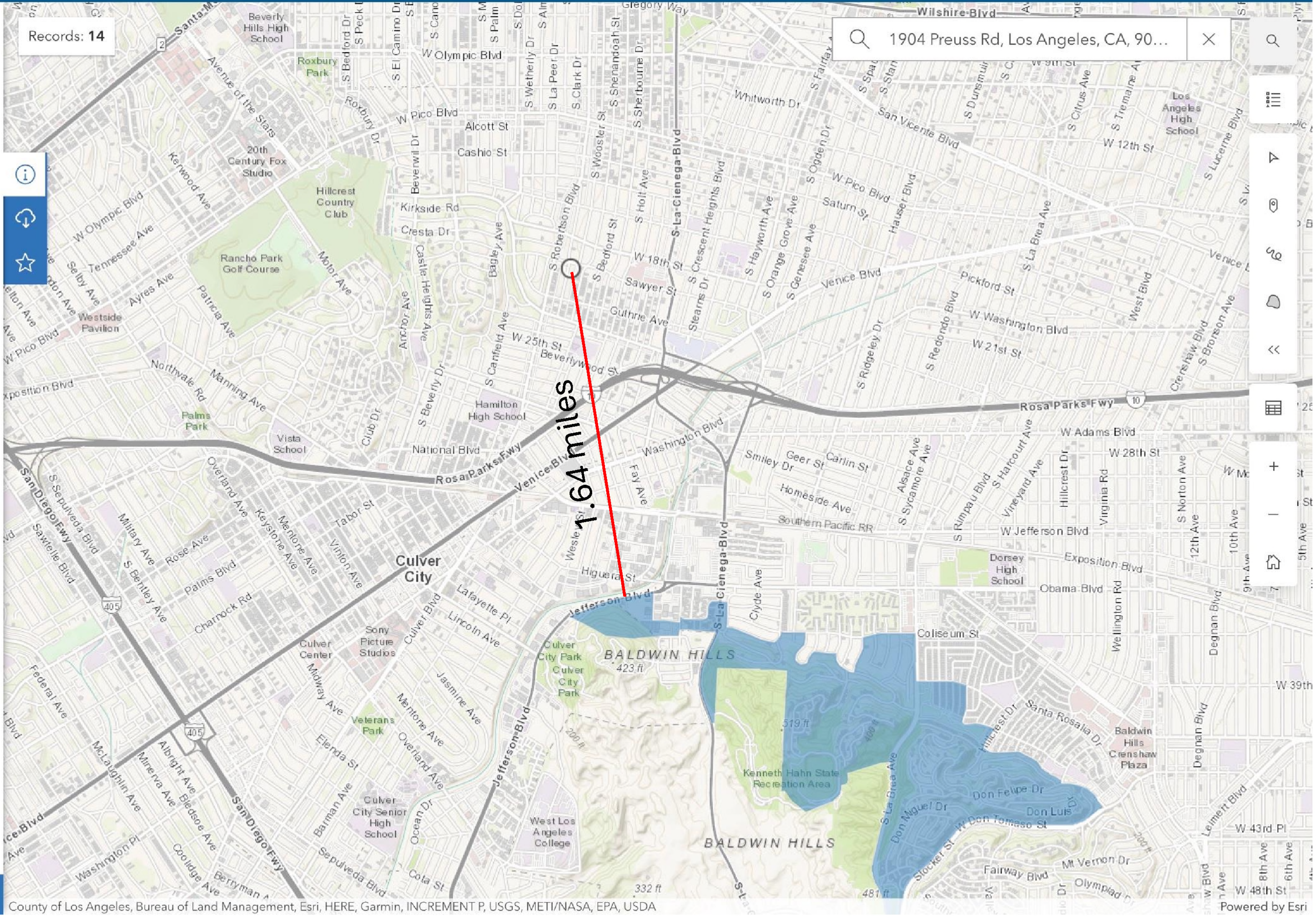

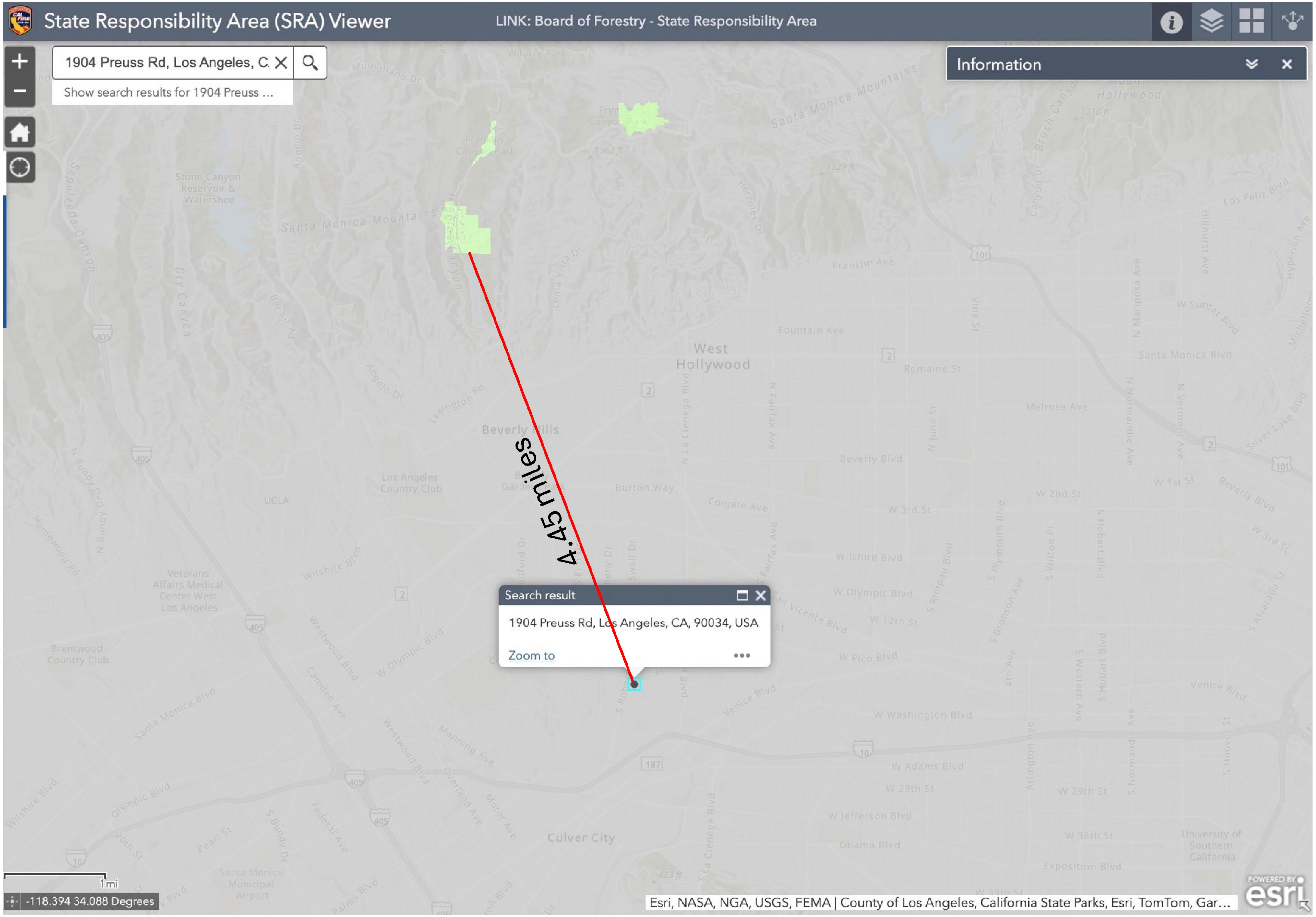
State Responsibility Area (SRA) Viewer
LINK: Board of Forestry - State Responsibility Area
1904 Preuss Rd, Los Angeles, C.
Show search results for 1904 Preuss ...
Information
4.45 miles
Search result
1904 Preuss Rd, Los Angeles, CA, 90034, USA
Zoom to
Santa Monica Mountains
Stone Canyon Reservoir & Watershed
West Hollywood
Beverly Hills
Los Angeles Country Club
UCLA
Veterans Affairs Medical Center West Los Angeles
Brentwood Country Club
Culver City
Santa Monica Municipal Airport
University of Southern California
Franklin Ave
Fountain Ave
Romaine St
Santa Monica Blvd
Melrose Ave
Beverly Blvd
Burton Way
Colgate Ave
W 3rd St
W 2nd St
Wilshire Blvd
W Olympic Blvd
W 12th St
W Pico Blvd
Venice Blvd
W Washington Blvd
W Adams Blvd
W 29th St
W Jefferson Blvd
Obama Blvd
W 36th St
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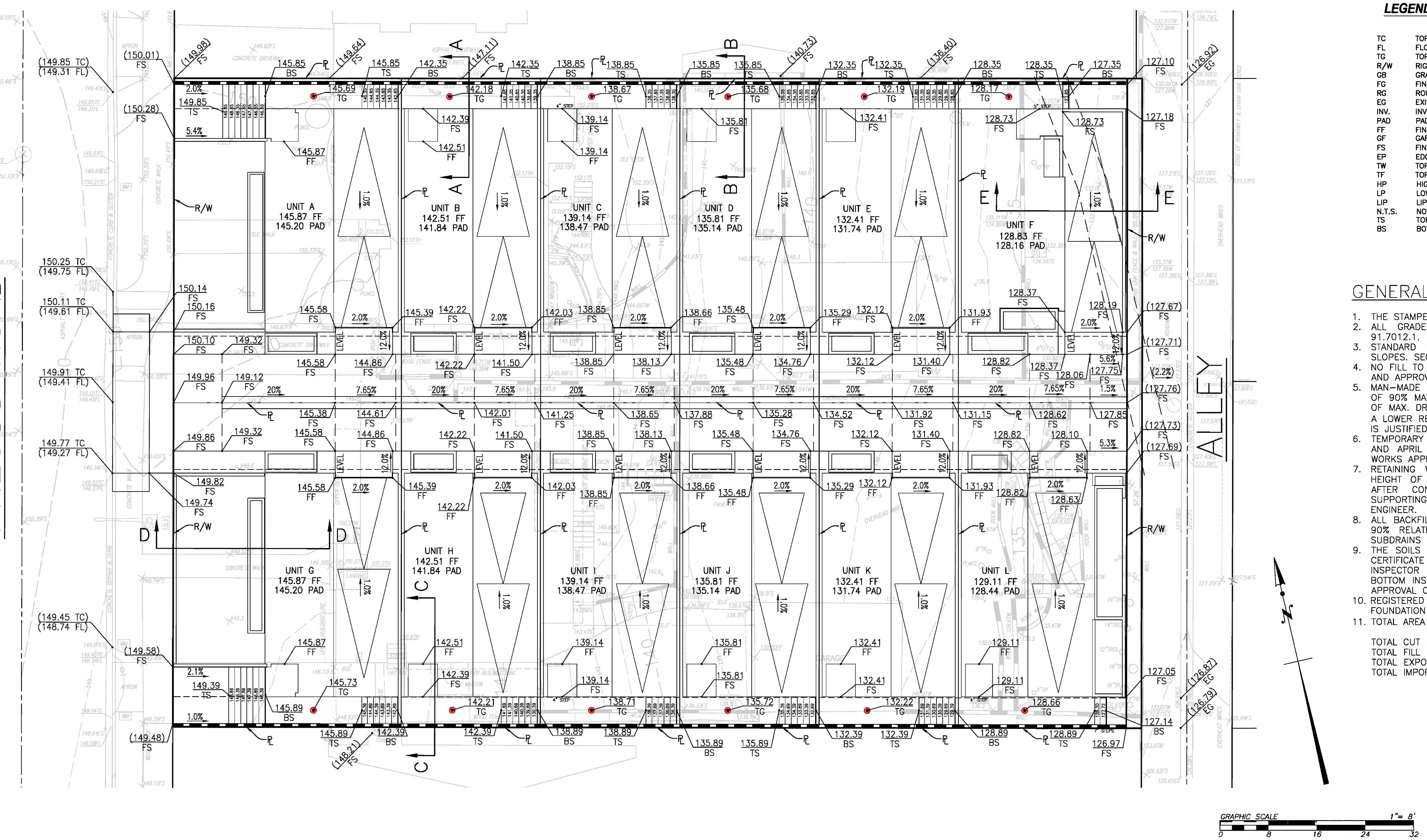


LEGEND OF ABBREVIATIONS & SYMBOLS

TC	TOP OF CURB
FL	FLOWLINE ELEV.
TG	TOP OF GRATE
R/W	RIGHT OF WAY
GB	GRADE BREAK
FG	FINISH GRADE
RG	ROUGH GRADE
EG	EXISTING GROUND
INV.	INVERT OF DRAIN
PAD	PAD ELEVATION
FF	FINISH FLOOR ELEV.
GF	GARAGE FINISH FLOOR ELEV.
FS	FINISH SURFACE ELEV.
EP	EDGE OF PAVEMENT
TW	TOP OF WALL ELEV.
TF	TOP OF FOOTING ELEV.
HP	HIGH POINT
LP	LOW POINT
LIP	LIP OF GUTTER
N.T.S.	NOT TO SCALE
TS	TOP OF STEP
BS	BOTTOM OF STEP

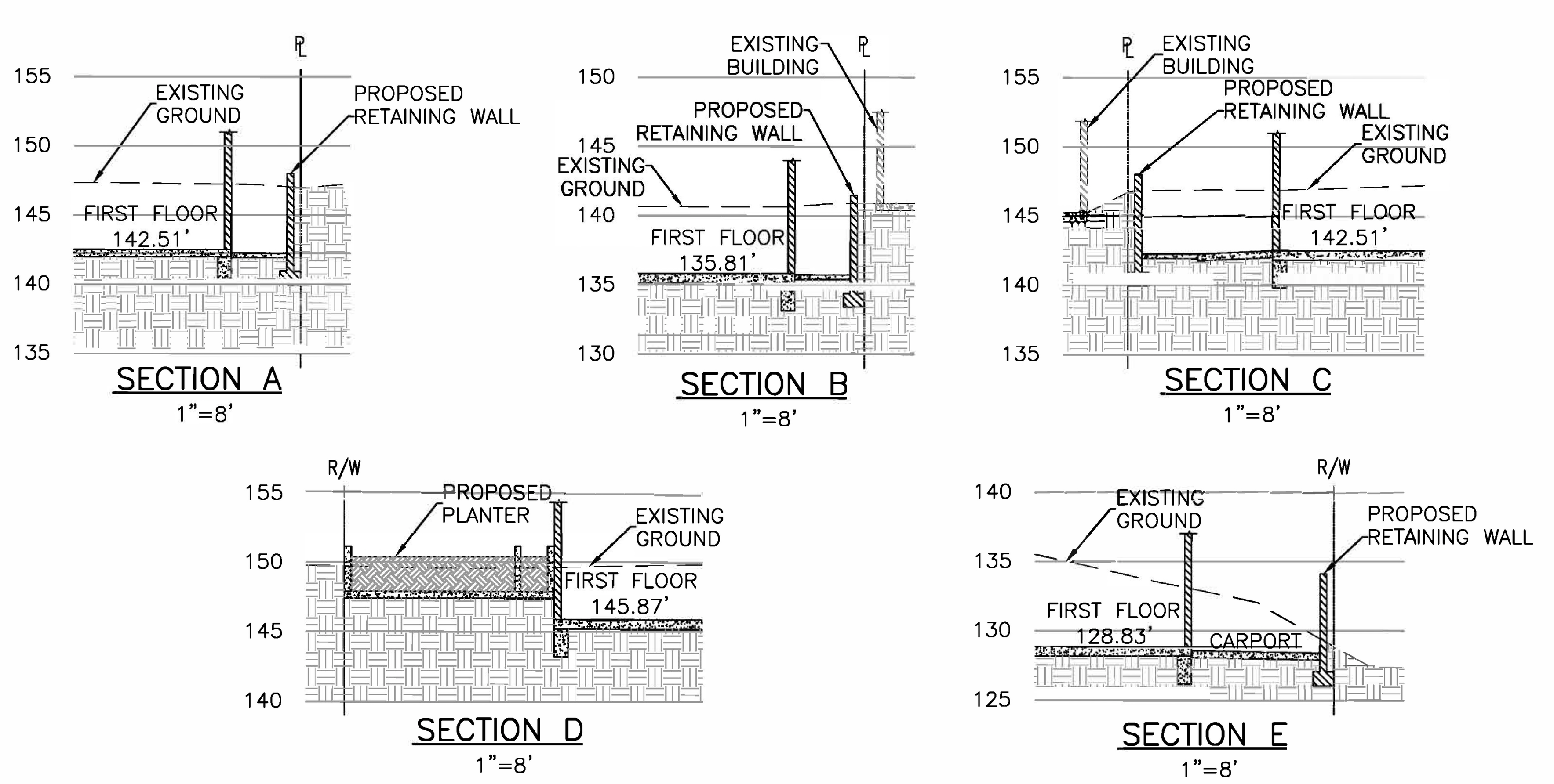
(2600)	EXIST. CONTOUR
2600	PROPOSED FINISHED CONTOUR
	PROPERTY LINE/LOT LINE
	TRACT BOUNDARY LINE
	CENTERLINE
	GRADED SWALE
	WALL
CUT / FILL	CUT/FILL LINE
	2:1 SLOPE (UNLESS NOTED OTHERWISE)
SD	STORM DRAIN PIPE

GENERAL NOTES:

1. THE STAMPED SET OF PLANS SHALL BE ON THE JOB SITE AT ALL TIMES.
2. ALL GRADED SLOPES SHALL BE PLANTED AND SPRINKLERED. SECTION 91.7012.1.
3. STANDARD 12 INCH HIGH BERM IS REQUIRED AT TOP OF ALL GRADED SLOPES. SECTION 91.7013.3.
4. NO FILL TO BE PLACED, UNTIL THE CITY GRADING INSPECTOR HAS INSPECTED AND APPROVED THE BOTTOM EXCAVATION.
5. MAN-MADE FILL SHALL BE COMPACTED TO A MINIMUM RELATIVE COMPACTION OF 90% MAX DRY DENSITY WITHIN 40. FEET BELOW FINISH GRADE AND 93% OF MAX. DRY DENSITY DEEPER THAN 40 FEET BELOW FINISH GRADE, UNLESS A LOWER RELATIVE COMPACTION (NOT LESS THAN 90% OF MAX DRY DENSITY) IS JUSTIFIED BY THE SOILS ENGINEER.
6. TEMPORARY EROSION CONTROL SHALL BE INSTALLED BETWEEN OCTOBER 1ST AND APRIL 15TH OBTAIN GRADING INSPECTOR & DEPARTMENT OF PUBLIC WORKS APPROVAL OF PROPOSED PROCEDURE. SECTION 91.7007.1.
7. RETAINING WALLS LOCATED CLOSER TO THE PROPERTY LINE THAN THE HEIGHT OF THE WALL SHALL BE BACKFILLED NOT LATER THAN 10 DAYS AFTER CONSTRUCTION OF THE WALL AND NECESSARY STRUCTURAL SUPPORTING MEMBERS UNLESS RECOMMENDED OTHERWISE BY RESPONSIBLE ENGINEER.
8. ALL BACKFILL SHALL BE COMPACTED BY MECHANICAL MEANS TO A MINIMUM 90% RELATIVE COMPACTION AS DETERMINED BY ASTM METHOD D-1557. SUBDRAINS SHALL BE PROVIDED WHERE REQUIRED BY CODE.
9. THE SOILS ENGINEER IS TO APPROVE THE KEY OR BOTTOM AND LEAVE A CERTIFICATE ON THE SITE FOR THE GRADING INSPECTOR. THE GRADING INSPECTOR IS TO BE NOTIFIED BEFORE ANY GRADING BEGINS AND, FOR BOTTOM INSPECTION, BEFORE FILL IS PLACED. FILL MAY BE PLACED WITHOUT APPROVAL OF THE GRADING INSPECTOR.
10. REGISTERED DEPUTY GRADING INSPECTOR IS REQUIRED ON GRADING AND FOUNDATION EARTHWORK WHERE SITE EXCEEDS 60,000 S.F.
11. TOTAL AREA BEING GRADED: 16,872 SQ.FT. (0.39 ACRES)

TOTAL CUT = 2916 CY
TOTAL FILL = 10 CY
TOTAL EXPORT = 2906 CY
TOTAL IMPORT = 0 CY

GRADING PLAN



LEGAL DESCRIPTION:

LOT 44 AND A PORTION OF LOT 45 OF TRACT NO. 1250, M.B. 18, PGS. 46 AND 47 AND A PORTION OF LOT 24, TRACT NO. 12110, M.B. 227, PGS. 39-42

BENCHMARK:

WIRE SPK W CURB ROBERTSON BL.; 10FT S OF BCR S OF SAWYER ST

LABM# 13-05709 EL=151.333FT (2000) NAVD 1988

GEOLOGIST:
SCHICK GEOTECHNICAL, INC.
7650 HASKELL AVE, SUITE D
VAN NUYS, CA 91406
818-905-8011

ARCHITECT:
BREAKFORM DESIGN
127 ARENA STREET
EL SEGUNDO, CA 90245
310.322.3700

OWNER:
RISA & MARC DAUER
2313 DUXBURY CIRCLE
LOS ANGELES, CA 90034
310.753.2311

REGISTERED PROFESSIONAL ENGINEER
WILLIAM MICHAEL WHITE
No. 62111
CIVIL
STATE OF CALIFORNIA

PREPARED BY:
FORMA ENGINEERING INC.
400 SAN FERNANDO MISSION BLVD.
SUITE 200. SAN FERNANDO, CA 91340
Phone: 818-832-1710 · 818-832-1740

#	DESCRIPTION	DATE
1	DESCRIPTION	08/13/2013

ROUGH GRADE PLAN
1904-1906 S. PREUSS RD.
LOS ANGELES, CA 90034

DATE 5/09/2023
JOB NUMBER 22203
R1

Drawing Name: L:\22203-Preuss\Eng\Final Plots\Fine Grading\Preliminary\01_22203.dwg
Last Opened: May 09, 2023 - 11:20am by Justin

breakformconstruction

127 Arena Street, El Segundo, CA 90245 • 310-322-3700

Schedule - List - 1904-1906 Preuss

ID #	Title	Complete	Phase	Duration	Start	End	Assignees	Accepted	Pending	Declined	Comments	Show client	Predecessors
1	Permits	0%	--	5 days	Aug 4, 2025	Aug 8, 2025	--	0	0	0	0	Yes	
2	Temp power pole permit	0%	--	1 day	Aug 15, 2025	Aug 15, 2025	--	0	0	0	0	Yes	
3	Exploratory excavation-soil engineer	0%	--	6 days	Aug 18, 2025	Aug 25, 2025	--	0	0	0	0	Yes	
4	LADWP & Temporary power pole	0%	--	7 days	Aug 18, 2025	Aug 26, 2025	--	0	0	0	0	Yes	2
5	ORDER WINDOWS & EXT DOORS	0%	--	15 days	Aug 18, 2025	Sep 5, 2025	--	0	0	0	0	Yes	
6	Excavate Pads & Footings	0%	--	4 days	Aug 26, 2025	Aug 29, 2025	--	0	0	0	0	Yes	3
7	Soil Export	0%	--	2 days	Aug 26, 2025	Aug 27, 2025	--	0	0	0	0	Yes	3
8	Power pole inspection	0%	--	1 day	Aug 28, 2025	Aug 28, 2025	--	0	0	0	0	Yes	4
9	LADWP - Power hook-up	0%	--	15 days	Aug 29, 2025	Sep 18, 2025	--	0	0	0	0	Yes	8
10	Soil Engineer	0%	--	1 day	Sep 1, 2025	Sep 1, 2025	--	0	0	0	0	Yes	6
11	Rebar @ Concrete pour Pads with Base Plates	0%	--	10 days	Sep 2, 2025	Sep 15, 2025	--	0	0	0	0	Yes	10
12	Install MF & Steel Posts	0%	--	10 days	Sep 16, 2025	Sep 29, 2025	--	0	0	0	0	Yes	11
13	Form & Rebar for Grade Beam and Footings	0%	--	10 days	Oct 3, 2025	Oct 16, 2025	--	0	0	0	0	Yes	12
14	Pour Co. footings	0%	--	2 days	Oct 16, 2025	Oct 17, 2025	--	0	0	0	0	Yes	13
15	Remove forms	0%	--	1 day	Oct 20, 2025	Oct 20, 2025	--	0	0	0	0	Yes	14
16	Slurry or gravel backfill	0%	--	1 day	Oct 21, 2025	Oct 21, 2025	--	0	0	0	0	Yes	15
17	Remove or recompact large dirt pile	0%	--	1 day	Oct 22, 2025	Oct 22, 2025	--	0	0	0	0	Yes	16
18	Underground plumbing	0%	--	3 days	Oct 23, 2025	Oct 27, 2025	--	0	0	0	0	Yes	17
19	Methane Mitigation	0%	--	15 days	Oct 24, 2025	Nov 13, 2025	--	0	0	0	0	Yes	18
20	S.O.G	0%	--	5 days	Nov 14, 2025	Nov 20, 2025	--	0	0	0	0	Yes	19
21	Framing 1st Floor	0%	--	30 days	Dec 3, 2025	Jan 13, 2026	--	0	0	0	0	Yes	20
22	Framing 2nd Floor	0%	--	30 days	Jan 21, 2026	Mar 3, 2026	--	0	0	0	0	Yes	21

23	Framing 3rd Floor	0%	--	30 days	Mar 4, 2026	Apr 14, 2026	--	0	0	0	0	Yes	22
24	S.S. Door pans	0%	--	3 days	Mar 4, 2026	Mar 6, 2026	--	0	0	0	0	Yes	22
25	Scaffolding	0%	--	5 days	Mar 5, 2026	Mar 11, 2026	--	0	0	0	0	Yes	22
26	HVAC Rough In	0%	--	11 days	Mar 13, 2026	Mar 27, 2026	--	0	0	0	0	Yes	
27	Electrical Rough-In	0%	--	60 days	Mar 30, 2026	Jun 19, 2026	--	0	0	0	0	Yes	26
28	Roof Drains	0%	--	7 days	Apr 29, 2026	May 7, 2026	--	0	0	0	0	Yes	23
29	Install Roof Waterproofing	0%	--	10 days	May 11, 2026	May 22, 2026	--	0	0	0	0	Yes	28
30	Plumbing Rough In	0%	--	15 days	May 12, 2026	Jun 1, 2026	--	0	0	0	0	Yes	23
31	Measure and Fabricate cabinets	0%	--	40 days	May 26, 2026	Jul 20, 2026	--	0	0	0	0	Yes	23
32	Install 24 Windows, 8 Ext Doors	0%	--	11 days	Jun 2, 2026	Jun 16, 2026	--	0	0	0	0	Yes	5 24
33	Rough Low Volt System install	0%	--	10 days	Jun 8, 2026	Jun 19, 2026	--	0	0	0	0	Yes	27
34	Inspection and TYVEK	0%	--	2 days	Jun 17, 2026	Jun 18, 2026	--	0	0	0	0	Yes	32
35	Painting-Interior	0%	--	12 days	Jun 18, 2026	Jul 3, 2026	--	0	0	0	0	Yes	
36	ROUGH INSPECTION	0%	--	1 day	Jun 22, 2026	Jun 22, 2026	--	0	0	0	0	Yes	30 26 27 32
37	Stucco	0%	--	30 days	Jun 22, 2026	Jul 31, 2026	--	0	0	0	0	Yes	32 34
38	Insulation Install	0%	--	4 days	Jun 24, 2026	Jun 29, 2026	--	0	0	0	0	Yes	33 36
39	Close walls Inspection	0%	--	1 day	Jun 30, 2026	Jun 30, 2026	--	0	0	0	0	Yes	38
40	Drywall	0%	--	60 days	Jul 1, 2026	Sep 22, 2026	--	0	0	0	0	Yes	39
41	Tile installation	0%	--	40 days	Jul 15, 2026	Sep 8, 2026	--	0	0	0	0	Yes	39
42	SIDING	0%	--	14 days	Jul 27, 2026	Aug 13, 2026	--	0	0	0	0	Yes	37
43	Landscaping/Finish Grade	0%	--	11 days	Aug 26, 2026	Sep 9, 2026	--	0	0	0	0	Yes	42
44	Cabinet Shipping & Install	0%	--	60 days	Sep 10, 2026	Dec 2, 2026	--	0	0	0	0	Yes	31 47
45	Fences and Gates	0%	--	5 days	Sep 10, 2026	Sep 16, 2026	--	0	0	0	0	Yes	43
46	Prime & Paint Walls	0%	--	10 days	Sep 23, 2026	Oct 6, 2026	--	0	0	0	0	Yes	40
47	Flooring Install	0%	--	15 days	Oct 7, 2026	Oct 27, 2026	--	0	0	0	0	Yes	46
48	Interior Millwork	0%	--	10 days	Oct 8, 2026	Oct 21, 2026	--	0	0	0	0	Yes	46

49	Railing & Guardrails	0%	--	30 days	Oct 28, 2026	Dec 8, 2026	--	0	0	0	0	Yes	47
50	Countertop & slab Install	0%	--	20 days	Dec 3, 2026	Dec 30, 2026	--	0	0	0	0	Yes	44
51	Interior Hardware Install	0%	--	5 days	Dec 3, 2026	Dec 9, 2026	--	0	0	0	0	Yes	44
52	HVAC Finish	0%	--	10 days	Dec 31, 2026	Jan 13, 2027	--	0	0	0	0	Yes	50
53	Light Fixture Install	0%	--	15 days	Dec 31, 2026	Jan 20, 2027	--	0	0	0	0	Yes	50
54	Mirrors and Glasswork	0%	--	10 days	Dec 31, 2026	Jan 13, 2027	--	0	0	0	0	Yes	50
55	Plumbing Fixtures Install	0%	--	20 days	Jan 7, 2027	Feb 3, 2027	--	0	0	0	0	Yes	41 50
56	Appliance Installation	0%	--	3 days	Feb 4, 2027	Feb 8, 2027	--	0	0	0	0	Yes	55
57	Inspection-Power release	0%	--	1 day	Feb 9, 2027	Feb 9, 2027	--	0	0	0	0	Yes	52 53 55 56
58	Puchlist	0%	--	1 day	Feb 9, 2027	Feb 9, 2027	--	0	0	0	0	Yes	56
59	Final touch up, punchout, clean.	0%	--	15 days	Feb 10, 2027	Mar 2, 2027	--	0	0	0	0	Yes	58
60	Final Inspection - gas sign off	0%	--	1 day	Mar 3, 2027	Mar 3, 2027	--	0	0	0	0	Yes	59
61	Completion/Final Walkthrough	0%	--	1 day	Mar 10, 2027	Mar 10, 2027	--	0	0	0	0	Yes	59

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Schedule - Gantt - 1904-1906 Preuss

Title	Start	Workdays
Permits	Aug 4, 2025	5 days
Temp power pole permit	Aug 15, 2025	1 day
Exploratory excavation-soil engineer	Aug 18, 2025	6 days
LADWP & Temporary power pole	Aug 18, 2025	7 days
ORDER WINDOWS & EXT DOORS	Aug 18, 2025	15 days
Excavate Pads & Footings	Aug 26, 2025	4 days
Soil Export	Aug 26, 2025	2 days
Power pole inspection	Aug 28, 2025	1 day
LADWP - Power hook-up	Aug 29, 2025	15 days
Soil Engineer	Sep 1, 2025	1 day
Rebar @ Concrete pour Pads with Base Plates	Sep 2, 2025	10 days
Install MF & Steel Posts	Sep 16, 2025	10 days
Form & Rebar for Grade Beam and Footings	Oct 3, 2025	10 days
Pour Co. footings	Oct 16, 2025	2 days
Remove forms	Oct 20, 2025	1 day
Slurry or gravel backfill	Oct 21, 2025	1 day
Remove or recompact large dirt pile	Oct 22, 2025	1 day
Underground plumbing	Oct 23, 2025	3 days
Methane Mitigation	Oct 24, 2025	15 days
S.O.G	Nov 14, 2025	5 days
Framing 1st Floor	Dec 3, 2025	30 days
Framing 2nd Floor	Jan 21, 2026	30 days
Framing 3rd Floor	Mar 4, 2026	30 days
S.S. Door pans	Mar 4, 2026	3 days
Scaffolding	Mar 5, 2026	5 days
HVAC Rough In	Mar 13, 2026	11 days
Electrical Rough-In	Mar 30, 2026	60 days
Roof Drains	Apr 29, 2026	7 days
Install Roof Waterproofing	May 11, 2026	10 days
Plumbing Rough In	May 12, 2026	15 days
Measure and Fabricate cabinets	May 26, 2026	40 days
Install 24 Windows, 8 Ext Doors	Jun 2, 2026	11 days
Rough Low Volt System install	Jun 8, 2026	10 days
Inspection and TYVEK	Jun 17, 2026	2 days
Painting-Interior	Jun 18, 2026	12 days
ROUGH INSPECTION	Jun 22, 2026	1 day
Stucco	Jun 22, 2026	30 days
Insulation Install	Jun 24, 2026	4 days
Close walls Inspection	Jun 30, 2026	1 day
Drywall	Jul 1, 2026	60 days
Tile installation	Jul 15, 2026	40 days
SIDING	Jul 27, 2026	14 days
Landscaping/Finish Grade	Aug 26, 2026	11 days
Cabinet Shipping & Install	Sep 10, 2026	60 days
Fences and Gates	Sep 10, 2026	5 days
Prime & Paint Walls	Sep 23, 2026	10 days
Flooring Install	Oct 7, 2026	15 days
Interior Millwork	Oct 8, 2026	10 days
Railing & Guardrails	Oct 28, 2026	30 days
Countertop & slab Install	Dec 3, 2026	20 days
Interior Hardware Install	Dec 3, 2026	5 days
HVAC Finish	Dec 31, 2026	10 days
Light Fixture Install	Dec 31, 2026	15 days
Mirrors and Glasswork	Dec 31, 2026	10 days
Plumbing Fixtures Install	Jan 7, 2027	20 days
Appliance Installation	Feb 4, 2027	3 days
Inspection-Power release	Feb 9, 2027	1 day
Puchlist	Feb 9, 2027	1 day
Final touch up, punchout, clean.	Feb 10, 2027	15 days
Final Inspection - gas sign off	Mar 3, 2027	1 day
Completion/Final Walkthrough	Mar 10, 2027	1 day

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1904-1906 Preuss Rd

Construction Schedule List – Equipment and Horsepower (HP) Breakdown

1. Permits
N/A

2. Temp power pole permit
N/A

3. Exploratory excavation-soil engineer
Mini Excavator (50–75 HP)
Hand Tools

4. LADWP & Temporary power pole
N/A

5. ORDER WINDOWS & EXT DOORS
Forklift (110 HP)
Hand Tools

6. Excavate Pads & Footings
Mini Excavator (50–75 HP)
Backhoe (90 HP)
Skid Steer (74 HP)

7. Soil Export
Excavator (175 HP)
Dump Truck (250 HP)

8. Power pole inspection
N/A

9. LADWP - Power hook-up
N/A

10. Soil Engineer
N/A

11. Rebar @ Concrete pour Pads with Base Plates
Concrete Pump (130 HP)
Concrete Vibrator (5 HP)

12. Install MF & Steel Posts
Mini Crane (250 HP)
Portable Welder (15 HP)

13. Form & Rebar for Grade Beam and Footings
Concrete Mixer (80 HP)
Skid Steer (74 HP)

14. Pour Co. footings
Concrete Pump (130 HP)

15. Remove forms
Hand Tools

16. Slurry or gravel backfill
Mini Skid Steer (50 HP)
Compactor (25 HP)

17. Remove or recompact large dirt pile
Bulldozer (130 HP)
Skid Steer (74 HP)

18. Underground plumbing
Mini Excavator (75 HP)
Trencher (20 HP)

19. Methane Mitigation
Air Compressor (49 HP)
Hand Tools

20. S.O.G
Concrete Mixer (80 HP)
Concrete Buggy (25 HP)

21. Framing 1st Floor
Forklift (110 HP)
Air Compressor (49 HP)

22. Framing 2nd Floor
Forklift (110 HP)
Air Compressor (49 HP)

23. Framing 3rd Floor
Forklift (110 HP)
Air Compressor (49 HP)

24. S.S. Door pans
Hand Tools

25. Scaffolding
Material Hoist (30 HP)

26. HVAC Rough In
Forklift (110 HP)
Boom Lift (74 HP)

27. Electrical Rough-In
Portable Generator (50 HP)
Air Compressor (49 HP)

28. Roof Drains
Scissor Lift (24 HP)
Boom Lift (74 HP)

29. Install Roof Waterproofing
Boom Lift (74 HP)
Hand Tools

30. Plumbing Rough In
Air Compressor (49 HP)
Hand Tools

31. Measure and Fabricate cabinets
CNC Machine (Shop, 250 HP)
Hand Tools

32. Install 24 Windows, 8 Ext Doors
Material Hoist (30 HP)
Boom Lift (74 HP)

33. Rough Low Volt System install
Portable Drill
Hand Tools

34. Inspection and TYVEK
Hand Tools

35. Painting-Interior
Air Compressor (49 HP)
Paint Sprayer (45 HP)

36. ROUGH INSPECTION
N/A

37. Stucco
Plaster Mixer (80 HP)
Scaffold Hoist (30 HP)

38. Insulation Install
Forklift (110 HP)
Hand Tools

39. Close walls Inspection
N/A

40. Drywall
Drywall Lift (Manual)
Compressor (49 HP)

41. Tile installation
Tile Saw (13 HP)
Hand Tools

42. SIDING
Air Compressor (49 HP)
Scissor Lift (24 HP)

43. Landscaping/Finish Grade
Mini Skid Steer (50 HP)
Roller (45 HP)
Concrete Buggy (25 HP)

44. Cabinet Shipping & Install
Forklift (110 HP)
Hand Tools

45. Fences and Gates
Hand Tools

46. Prime & Paint Walls
Air Compressor (49 HP)
Paint Sprayer (45 HP)

47. Flooring Install
Floor Saw (13 HP)
Hand Tools

48. Interior Millwork
Compressor (49 HP)
Hand Tools

49. Railing & Guardrails
Hand Tools

50. Countertop & slab Install
Forklift (110 HP)
Hand Tools

51. Interior Hardware Install
Hand Tools

52. HVAC Finish
Boom Lift (74 HP)
Hand Tools

53. Light Fixture Install
Scissor Lift (24 HP)
Hand Tools

54. Mirrors and Glasswork
Glass Lifter (Electric, 30 HP)
Hand Tools

55. Plumbing Fixtures Install
Hand Tools

56. Appliance Installation
Hand Tools

57. Inspection-Power release
N/A

58. Punchlist
Hand Tools

59. Final touch up, punchout, clean.
Hand Tools
Light Tower (20 HP)

60. Final Inspection - gas sign off
N/A

61. Completion/Final Walkthrough
N/A

APPLICATIONS

OWNER'S DECLARATION OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

Date of Site Visit: April 10, 2025

Project Address or APN(s)[1]: 1904-1906 S Preuss Road, Los Angeles, CA 90034 (APNs:4302-020-003; 4302-020-006)

Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)

☐ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

- ☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies
- ☐ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)
- ☐ Other sensitive/special resources requiring additional review: (Describe below)

____

____

▣ **No.** The project site does not contain any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

If Yes, will the project remove or possibly affect any of the above marked biological resources (e.g., set up construction staging near tree trunks)?

[1] Include the entire site, not just the development footprint.

☐ **Yes.** The project will require biological resources analysis (Biological Resources Report) by a Qualified Biologist. (See Appendix A)

▣ **No.** The project site will not remove or possibly affect any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

Owner's Declaration

I own the property located at 1904-1906 S Preuss Road, Los Angeles, CA 90034. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Marc Steven Dauer / Risa Carin Dauer

Owner Signature Marc S. Dauer Risa Carin Dauer

Date 4-10-25

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

On April 10th, 2025 before me, David S. Andrade, Notary Public
(insert name and title of the officer)

Personally appeared Marc Steven Dauer & Risa Carin Dauer, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the ____ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature ______________________ (Seal)

DAVID S. ANDRADE
Notary Public - California
Los Angeles County
Commission # 2479188
My Comm. Expires Jan 11, 2028

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On April 10th, 2025 before me, David S. Andrade, Notary Public
Date Here Insert Name and Title of the Officer

personally appeared Marc Steven Daver & Risa Carin Daver
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

DAVID S. ANDRADE
Notary Public - California
Los Angeles County
Commission # 2479188
My Comm. Expires Jan 11, 2028

Signature ____________________
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Owner's Affidavit
Document Date: 04/10/2025 Number of Pages: 01
Signer(s) Other Than Named Above: ____________________

Capacity(ies) Claimed by Signer(s)

Signer's Name: ____________________
☐ Corporate Officer — Title(s): ____________________
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: ____________________
Signer Is Representing: ____________________

Signer's Name: ____________________
☐ Corporate Officer — Title(s): ____________________
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: ____________________
Signer Is Representing: ____________________