

**BRENTWOOD-PACIFIC PALISADES DISTRICT PLAN  
COUNCIL DISTRICT No. 11**

**Los Angeles City EIR No. 98-0334-CUB CU  
State Clearinghouse No. 9811036**

**This Document comprises the Second and Final Part of the Environmental Impact report (EIR) for the project described. The Draft EIR which was previously circulated for public review and comment comprises the first part.<sup>1</sup>**

**PROJECT:** The proposed project includes demolition of all existing structures within the project site and vacation of the segment of Gorham Avenue, which transects the site. With the northern and southern halves of the project site unified, the project site will be developed with approximately 54,700 square feet of commercial (retail, restaurant and office) uses, along with public plazas and an underground parking structure projected to contain 275 parking spaces. The commercial structures will include approximately 10,000 square feet of restaurant, 2,000 square feet of office and 42,700 square feet of retail uses, along with approximately 4,800 square feet of public plaza space. Alternatively, depending on market conditions, office uses could occupy as much as 13,300 square feet of the project, with a corresponding reduction in retail uses.

The project site is located at 11711 San Vicente Boulevard, on the west side of the City of Los Angeles. The site is bounded by San Vicente on the south, Barrington Avenue on the northeast, an alleyway approximately midway between Gorham and Montana Avenues on the northwest, and a market and parking lot to the west.

**APPLICANT:** Brentwood Park, Ltd.  
1901 Avenue of the Stars, Suite 950  
Los Angeles, California 90067

**PREPARED BY:** Christopher A. Joseph & Associates  
11849 West Olympic Boulevard, Suite 101  
Los Angeles, Ca 90064

Weston Benshoof Rochefort Rubalcava MacCuish LLP  
333 South Hope Street, Suite 1600  
Los Angeles, CA 90071

**DATE:** September 2001

<sup>1</sup> The Draft EIR is available for review at the following locations: City Planning Department, 221 N. Figueroa St., Room 1500. The Draft EIR is also available at the Central Library, 630 W. 5<sup>th</sup> Street; Donald Bruce Kaufman Branch, 11820 San Vicente Boulevard; Palms-Rancho Park Branch, 2920 Overland Avenue; and the Mar Vista Branch, 12006 Venice Boulevard.

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## **SECTION I. SUMMARY**

### **BACKGROUND OF PROJECT**

#### **Environmental Staff Advisory Committee Action**

Because the proposed project will require approval of certain discretionary actions by the City of Los Angeles, the proposed project is subject to the California Environmental Quality Act (CEQA), for which the City is the designated Lead Agency. The City of Los Angeles Department of City Planning administers the process by which environmental documents for private projects are prepared and reviewed by the City pursuant to the applicable provisions of the City Municipal Code and the City's guidelines for implementation of CEQA. On the basis of these procedures, it was determined that the proposed project may have a significant effect on the environment and that an EIR should be prepared.

The environmental review process for the proposed project was initiated with the filing of an Environmental Assessment Form (EAF) with the Department of City Planning on September 9, 1998. The Planning Department Environmental Staff Advisory Committee (ESAC) reviewed the information submitted with the EAF on September 30, 1998, and determined that the proposed project could have a significant impact on the environment, and that an EIR should be prepared. The ESAC also identified the environmental data requirements for inclusion in the EIR.

#### **Notice of Preparation Issues/Comment Summary**

Public comments on the scope of the EIR were solicited from local and regional responsible agencies and other interested parties through circulation of a Pre-Draft Request for Comments (Notice of Preparation), which was issued by the City on November 3, 1998. Responses to the NOP received during a 30-day comment period ending on December 3, 1998 were evaluated and considered in the development of this EIR.

Based on public and agency comments submitted in response to the NOP and review of the project by the Los Angeles City Planning Department, the City identified the following environmental issues to be addressed in the Environmental Impact Report (EIR):

- Land Use
- Geology
- Drainage
- Air Quality

- Transportation/Circulation
- Biological Resources
- Hazardous Materials
- Noise
- Public Services
  - - Police Protection
  - Fire Protection
- Utilities
  - Water Conservation
  - Wastewater
  - Solid Waste Disposal
  - Electricity
  - Natural Gas
- Aesthetics
  - Aesthetics/View
  - Light/Glare

Copies of public and agency responses to the Pre-Draft Request for Comments (Notice of Preparation) are compiled in Technical Appendix A to the Draft Environmental Impact Report.

### **ENVIRONMENTAL IMPACT REPORT PROCESSING HISTORY**

A DEIR (DEIR) for the Brentwood Project/"The Park" was subsequently prepared and circulated for public review and comment. On September 29, 2000, the DEIR was circulated for a 45-day public review period and a notice was published in the Los Angeles Times. A Notice of Completion was also filed with the State Office of Planning and Research on September 29, 2000. On October 5, 2000, a revised project description was recirculated and the comment period was extended one week. Ultimately, the comment period extended from October 5, 2000 through December 4, 2000.

## **APPROVAL REQUIREMENTS**

The City of Los Angeles (the City) is the Lead Agency for the proposed project. In order to construct the proposed project, the applicant is requesting approval of the following discretionary actions from the City of Los Angeles:

- **Street Vacation** for approximately 180 linear feet of Gorham Avenue between Barrington Avenue and San Vicente Boulevard and a subsurface vacation of approximately 140 linear feet under the sidewalk and out to the curb line along San Vicente Boulevard. The street vacation request will require a Revocable Permit for temporary sidewalk closure along San Vicente Boulevard during construction.
- **Conditional Use Permit (CUP)** to allow hours of operation between the hours of 6 a.m. and 12:30 a.m. for the proposed restaurants and coffee shop. Restaurants are proposed to remain open until 12:30 a.m. The coffee shop may open at 6 a.m. Further, these actions would allow construction of one or more buildings which may exceed the 40-foot height limit established for Commercial Corner development in City of Los Angeles Municipal Code (LAMC) Section 12.22(A)23(a)(6)(iii) and elimination of the five-foot landscape setback pursuant to 12.23A23(a)(6)(iii).
- **Conditional Use Permit(s)** for the on-site sale and consumption of alcoholic beverages.
- **Design Review Board review.**

## **OVERVIEW OF ENVIRONMENTAL SETTING**

**Existing Land Uses On Site.** The proposed project site is currently occupied by approximately 8,660 square feet of retail uses and approximately 1,817 square feet of food service uses. The retail uses, which are located north of Gorham Avenue, are served by surface parking lots located adjacent to the existing retail buildings within the boundaries of the project site. The food service uses are located south of Gorham Avenue within a triangular area bounded by Gorham Avenue, Barrington Avenue and San Vicente Boulevard.

**Existing Uses in Surrounding Locale.** Along San Vicente Boulevard and Barrington Avenue, land uses in the project vicinity consist of mid- to high-rise (three to ten stories) structures in a variety of architectural styles. A few structures, including the existing structures on the proposed project site, are two-stories. Existing land uses along San Vicente Boulevard and Barrington Avenue consist of a mix of commercial uses, including commercial centers containing retail and restaurant uses and office buildings, and multifamily residential buildings. Commercial uses are distributed along the north and south sides of San

Vicente Boulevard and the east and west sides of Barrington Avenue, with predominantly multi-family residential uses located behind the commercial frontage. Land uses located to the south of the project site, south of the commercial uses fronting San Vicente Boulevard, consist of predominantly multi-family residential uses. The uses to the south are separated from the project site by the approximately 120 foot wide San Vicente Boulevard right of way that includes mature coral trees that act as a buffer. Immediately to the north of the project site is a public alley, which separates the project site from a mid-rise commercial office building located immediately north of the alley. A gas station is located directly to the east of the site, across Barrington Avenue from the project site. A grocery store and associated parking lot are located immediately west of the project site.

**Brentwood-Pacific Palisades District Plan.** The project site is located within the Brentwood-Pacific Palisades District Plan area. The Brentwood-Pacific Palisades District Plan designates the project site for Community Commercial uses. The areas located to the north of the proposed project site and south of San Vicente Boulevard are designated for Medium Density Residential uses. Immediately north of the project site is a 3-story office building. The area to the northwest of the proposed project site is designated for Low Density Residential development.

The proposed project site is also located within the San Vicente Scenic Corridor Specific Plan area. The purposes of this Specific Plan are to maintain retail and personal services uses at ground floor level; to promote pedestrian scale and pedestrian amenities; and to preserve and enhance the ambiance of San Vicente Boulevard. The Specific Plan designates the proposed project site for development with commercial uses. The Specific Plan also requires that the Director of Planning approve project design after receiving recommendations from the San Vicente Design Review Board prior to issuance of building permits for construction of any building, other than single-family homes, within the Specific Plan area.

**Zoning.** The proposed project site is zoned for commercial uses (C1.5-1VL). The C1.5 Limited Commercial Zone allows a wide variety of commercial uses, including retail and restaurant uses. The “1VL” designation indicates Very Limited Height District, with a maximum allowable height of three stories or 45 feet. The maximum permitted Floor Area Ratio (FAR) is 1.5:1. The project site is also subject to the provisions of the Mini-Shopping Centers and Commercial Corner Development Regulations (LAMC Section 12.22A23), which take precedence over the C1.5-1VL zone designation. The Mini-Shopping Centers and Commercial Corner Development Regulations restrict maximum building height to 40 feet.

## **MAJOR IMPLICATIONS OF PROJECT IMPLEMENTATION**

**Areas of Impact That Are Significant and Cannot Be Mitigated.** Based on the analyses contained in this EIR, the project would create net unmitigated significant environmental impacts (i.e., impacts that remain significant after mitigation) in the area of construction noise.

**Areas of Impact that Are Less Than Significant Without Mitigation.** The following environmental impact or issue areas would not have significant impacts and would not require mitigation: Land Use, Geology, Drainage, Air Quality, Biological Resource, Public Services, Utilities, Aesthetics and Cultural Resources.

**Areas of Impact That Are Less Than Significant After Mitigation.** The following environmental impact or issue areas would have significant impacts without mitigation, but would be mitigated to a less than significant level if the proposed mitigation is adopted: Transportation/Circulation and Hazardous Materials.

### **ALTERNATIVES SUMMARY**

CEQA requires the analysis of a reasonable range of alternatives. The following have been identified and evaluated in the EIR:

1. No Project/Existing Conditions to Remain Alternative
2. No Closure of Gorham Avenue Alternative
3. Reduced Height/Density Alternative
4. Alternate Use (Office) Alternative
5. Alternative Sites Alternative

These alternatives were selected and evaluated based upon their ability to reduce project impacts, particularly significant impacts. As CEQA requires, the EIR identifies the environmentally superior alternative among them. The environmentally superior alternative would be the No Project Alternative. After the No Project Alternative, the Reduced Height/Density Alternative would be the environmentally superior alternative.