Appendix P
Utility Report

700 S. Flower Street, Suite 2100 Los Angeles, CA 90017 213.418.0201 kpff.com

CROSSINGS CAMPUS

8825 NATIONAL BOULEVARD.
8771 WASHINGTON BOULEVARD.
CULVER CITY, CA, 90232

8876 VENICE BOULEVARD.
8884 VENICE BOULEVARD.
8886 VENICE BOULEVARD.
8888 VENICE BOULEVARD.
8827 NATIONAL BOULEVARD.
8829 NATIONAL BOULEVARD.
LOS ANGELES, CA 90026

UTILITY INFRASTRUCTURE TECHNICAL REPORT: WATER, WASTEWATER, AND ENERGY

JUNE 2022

PREPARED BY:

KPFF Consulting Engineers
700 S. Flower Street, Suite 2100
Los Angeles, CA 90017
(213) 418-0201

Table of Contents

Appendices

1. INTRODUCTION

1.1. PROJECT DESCRIPTION

Culver Crossings Properties, LLC, the Applicant, proposes to develop an office project (Project) on an approximately 4.46-acre (194,334 square foot [sf]) site comprised of two properties: one 1.63-acre (71,016 sf) parcel is located in the City of Culver City (Culver City Parcel) while the second 2.83-acre (123,318 sf) parcel is located in the City of Los Angeles (Los Angeles Parcel) (collectively referred to herein as the Project Site). The Project Site is bounded by Venice Boulevard to the north, Washington Boulevard to the south, National Boulevard to the west, and existing commercial uses to the east. The Project Site is located at 8825 National Boulevard and 8771 Washington in Culver City, California, 90232 (Culver City Parcel); and 8876, 8884, 8886 and 8888 Venice Boulevard and 8827 and 8829 National Boulevard in Los Angeles, California, 90232 (Los Angeles Parcel). The Project would construct two four- to five-story buildings that would provide a total of 536,000 sf of new office floor area, which is intended to be occupied by Apple, Inc. The two buildings would be functionally independent but would have the ability to be connected via a shared wall. The Project would provide a total of 1,216 vehicular parking spaces within two separate three-level subterranean garages under each proposed building. The Project would also provide 175 bicycle parking spaces, including spaces for employees and visitors, short-term spaces, and long-term spaces in compliance with respective City codes. The proposed office buildings would be designed to accommodate creative office uses and could include associated production spaces for multimedia content creation and capture as well as amenities for building tenants including a cafeteria, coffee stations, employee shuttle service, and other ancillary uses typical of an integrated office complex development. The Project would also include pedestrian-facing landscaping at the ground floor on National Boulevard and Venice Boulevard, a publicly accessible, privately maintained open space along Washington Boulevard, as well as an internal courtyard for the use of employees and occasional private tenant events.

1.2. PROJECT LOCATION AND EXISTING ON-SITE USES

The Culver City Parcel is located to the east of the Downtown District of Culver City. The Los Angeles Parcel is in the West Adams - Baldwin Hills - Leimert Community Plan area of Los Angeles. Primary regional access is provided by the Santa Monica Freeway (I-10) and the San Diego Freeway (1-405), located approximately 630 feet north of and 2.09 miles west of the Project Site, respectively.

The area surrounding the Project Site is developed primarily with a mix of commercial and residential uses. Land uses located adjacent to the Project Site include: a two-story office building to the north (across Venice Boulevard), the Helms Bakery single-story warehouse and retail building to the east, the 8777 Washington four-story office building and the Access Culver City five-story mixed use residential building to the south (across Washington Boulevard), and the six to seven-story Ivy Station mixed-use project consisting of office, residential, hotel, and retail uses to the west across National Boulevard.

The Project Site is currently improved with low-rise warehouses that have been converted into retail, office, and surface and enclosed parking lots serving the existing uses on the Project Site. The Project Site is mostly flat with gradual sloping from north to south. Landscaping on the Project Site is limited to parking medians, street edge, and building perimeter planting.

The Culver City Parcel is currently developed with two warehouse buildings: (1) a 9,739-sf building that is currently used for storage; and (2) a 9,082-sf building that is currently vacant. The two existing buildings total 18,821 sf of floor area. The balance of the Culver City Parcel consists of surface parking and vehicular access that supports the existing uses on the Project Site. Vehicular access to the Culver City Parcel is provided along National Boulevard. Pedestrian access to the Culver City Parcel is provided along National Boulevard and on Washington Boulevard at the southern edge of the Project Site.

The Los Angeles Parcel is currently improved with a single warehouse building that has been partitioned into six separate spaces consisting of an aggregate 51,500 sf of office and an aggregate 34,726 sf of retail for a total of 86,226 sf of floor area. In addition to the floor area, there are 70 spaces of enclosed vehicular parking. Vehicular access to the Los Angeles Parcel is provided via the Culver City Parcel from National Boulevard. Pedestrian access is provided along the western edge on National Boulevard and via the northern edge of the site along Venice Boulevard.

1.3. SCOPE OF WORK

This report provides a description of the existing water, wastewater, and energy utility infrastructure surrounding the Project Site. It also analyzes the Project's potential impacts to the surrounding utilities.

2. REGULATORY FRAMEWORK

2.1. WATER

The City of Los Angeles Department of Water and Power (LADWP) is responsible for providing water supply to the City of Los Angeles while complying with Local, State, and Federal regulations. Golden State Water Company (GSWC) is responsible for providing water supply to Culver City while complying with Local, State, and Regional regulations.

Below are the State and Regional water supply regulations:

- California Code of Regulations (CCR), Title 20, Chapter 4, Article 4, Section 1605 establishes water efficiency standards for all new plumbing fixtures and Section 1608 prohibits the sale of fixtures that do not comply with the regulations.

- 2013 California Green Building Standards Code, CCR, Title 24, Part 11, adopted on January 1, 2014 (CALGreen), requires a water use reduction of 20% above the baseline cited in the CALGreen code book. The code applies to family homes, state buildings, health facilities, and commercial buildings.

- California Urban Water Management Planning Act of 1984 requires water suppliers to adopt an Urban Water Management Plan (UWMP).

- Metropolitan Water District (MWD) official reports and policies as outlined in its Regional UWMP, Water Surplus and Drought Management Plan, Water Supply Allocation Plan, and Integrated Resources Plan.

- LADWP's 2020 UWMP outlines the City's long-term water resources management strategy. The 2020 UWMP was approved by the LADWP Board of Water and Power Commissioners on May 25, 2021.

- GSWC's 2020 UWMP for the Culver City Service Area (CCSA) outlines the expected water demand and availability for the CCSA through 2045. The 2020 UWMP was adopted by Golden State Water Company on July 19, 2021.

- Senate Bill 610 and Senate Bill 221, approved on October 9, 2001, require land use agencies to perform a detailed analysis of available water supply when approving large developments. Historically, public water suppliers (PWS) simply provided a "will serve" letter to developers. SB 610, Public Resources Code (PRC) and Section 10910-10915 of the State Water Code requires lead agencies to request a Water Supply Assessment (WSA) from the local water purveyor prior to project approval. If the projected water demand associated with a proposed development is included in the most recent UWMP, the development is considered to have sufficient water supply per California Water Code Section 10910, and a WSA is not required. All projects that meet any of the following criteria require a WSA:

    1) A proposed residential development of more than 500 dwelling units;

    2) A proposed shopping center or business establishment of more than 500,000 square feet of floor space or employing more than 1,000 persons;

    3) A proposed commercial office building of more than 250,000 square feet of floor space or employing more than 1,000 persons;

    4) A proposed hotel or motel of more than 500 rooms;

    5) A proposed industrial, manufacturing, or processing plant or industrial park of more than 40 acres of land, more than 650,000 square feet of floor area, or employing more than 1,000 persons;

    6) A mixed-use project that falls in one or more of the above-identified categories; or

    7) A project not falling in one of the above-identified categories but that would demand water equal or greater than the amount required by a 500-dwelling unit project.

It should be noted that the individual buildings do not meet the threshold requirement for a WSA. However, the collective Project proposes 536,000 SF of office space which falls under category 3 above, thus triggering the requirement for a WSA. Therefore, the Project is requesting a WSA from both LADWP and GSWC.

2.2. WASTEWATER

The City of Los Angeles has one of the largest sewer systems in the world including more than 6,600 miles of sewers serving a population of more than four million. The Los Angeles sewer system is comprised of three systems: Hyperion Sanitary Sewer System, Terminal Island Water Reclamation Plant Sanitary Sewer System, and Los Angeles Regional Sanitary Sewer System. To comply with State Water Resources Control Board (SWRCB) Waste Discharge Requirements (WDRs), LA Sanitation and Environment (LASAN) prepared a Sewer System Management Plan (SSMP) for each of these systems.

The City of Culver City, through its Public Works Department, maintains its own sewer network, Culver City Sewer Infrastructure Management System. Additionally, Culver City contracts with the Hyperion Sanitary Sewer System to accept sewer flow from Culver City.

Both the Los Angeles and Culver City portions of the Project Site lies within the Hyperion Service Area served by the Hyperion Sanitary Sewer System. In January 2019, a SSMP was prepared for the Hyperion Sanitary Sewer System pursuant to the SWRCB's May 2, 2006 Statewide General Waste Discharge Requirements (WDRs)[1].

Los Angeles Municipal Code

Sewer permit allocation for projects that discharge into the Hyperion Treatment Plant is regulated by Ordinance No. 166,060 adopted by the City of Los Angeles in 1990. The Ordinance established an additional annual allotment of 5.0 million gallons per day, of which 34.5 percent (1.725 million gallons per day) is allocated for priority projects, 8 percent (0.4 million gallons per day) for public benefit projects, and 57.5 percent (2.875 million gallons per day) for non-priority projects (of which 65 percent is for residential project and 35 percent for non-residential projects).

The City of Los Angeles Municipal Code (LAMC) includes regulations that allow the City to assure available sewer capacity for new projects and fees for improvements to the infrastructure system. LAMC Section 64.15 requires that the City perform a Sewer Capacity Availability Request (SCAR) when any person seeks a sewer permit to connect a property to the City's sewer collection system, proposes additional discharge through their existing public sewer connection, or proposes a future sewer connection or future development that is anticipated to generate 10,000 gallons or more of sewage per day. A SCAR is an analysis of the existing sewer collection system to determine if there is

[1] City of Los Angeles Department of Public Works, LA Sanitation, Sewer System Management Plan, Hyperion Sanitary Sewer System, January 2019.

adequate capacity existing in the sewer collection system to safely convey the newly generated sewage to the appropriate sewage treatment plant.

LAMC Section 64.11.2 requires the payment of fees for new connections to the sewer system to assure the sufficiency of sewer infrastructure. New connections to the sewer system are assessed a Sewerage Facilities Charge. The rate structure for the Sewerage Facilities Charge is based upon wastewater flow strength, as well as volume. The determination of wastewater strength for each applicable project is based on City guidelines for the average wastewater concentrations of two parameters (biological oxygen demand and suspended solids) for each type of land use. Fees paid to the Sewerage Facilities Charge fees are deposited in the City's Sewer Construction and Maintenance Fund for sewer and sewage-related purposes, including but not limited to industrial waste control and water reclamation purposes.

In addition, the City establishes design criteria for sewer systems to assure that new infrastructure provides sewer capacity and operating characteristics to meet City Standards (Bureau of Engineering Special Order No. SO06-0691). Per the Special Order, lateral sewers, which are sewers 18 inches or less in diameter, must be designed for a planning period of 100 years. The Special Order also requires that sewers be designed so that the peak dry weather flow depth during their planning period shall not exceed one-half the pipe diameter.[2]

In 2006 the City approved the Integrated Resources Plan (IRP), which incorporates a Wastewater Facilities Plan.[3] The Integrated Resources Plan was developed to meet future wastewater needs of more than 4.3 million residents expected to live within the City by 2020. In order to meet future demands posed by increased wastewater generation, the City has chosen to expand its current overall treatment capacity, while maximizing the potential to reuse recycled water through irrigation and other approved uses.

In April 2018, the City prepared the One Water LA 2040 Plan (One Water LA Plan), an integrated approach to Citywide recycled water supply, wastewater treatment, and stormwater management. The new plan builds upon the City's Water IRP, which projected needs and set forth improvements and upgrades to wastewater conveyance systems, recycled water systems, and runoff management programs through the year 2020, and extends its planning horizon to 2040.[4]

Culver City Municipal Code

The Culver City Municipal Code (CCMC) includes regulations that allow the City to ensure available sewer capacity for new projects and fees for improvements to the

[2] City of Los Angeles, L.A. CEQA Thresholds Guide, Your Resource for Planning CEQA Analysis in Los Angeles, M-Public Utilities, 2006. http://www.environmentla.org/programs/thresholds/M-Public%20Utilities.pdf

[3] City of Los Angeles, Department of Public Works, LA Sewers Website, Integrated Resources Plan Facilities Plan, Summary Report, December 2006. https://www.lacitysan.org/san/sandocview?docname=CNT025148

[4] City of Los Angeles, One Water LA 2040 Plan, Volume 2 Wastewater Facilities Plan, April 2018. https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf

infrastructure system. CCMC Section 5.02.220 requires that the Culver City Council establish facilities charges based upon a fair and equitable system of charges representing the costs to have new connectors to the wastewater system pay a proportionate share of the current value of the existing system.

CCMC section 5.02.225 requires that a sewerage facilities charge based upon the rates established in 5.02.550 be imposed where a building is completely of substantially replaced with a new building or structure, a sewerage facilities charge be imposed thereon.

2.3. ENERGY

2.3.1. ELECTRICITY

Los Angeles

The *2017 Power Strategic Long-Term Resource Plan* (SLTRP) [5] document serves as a comprehensive 20-year roadmap that guides the Los Angeles Department of Water and Power's (LADWP) Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. The 2017 SLTRP re-examines and expands its analysis on the 2016 Power Integrated Resource Plan (IRP) recommended case with updates for the latest regulatory framework, and updates to case scenario assumptions including a 65 percent renewable portfolio, advanced energy efficiency, and higher levels of local solar, energy storage and transportation electrification.

The 2017 SLTRP uses system modeling tools to analyze and determine the long-term economic, environmental, and operational impact of alternative resource portfolios by simulating the integration of new resource alternatives within our existing mix of assets and providing the analytic results to inform the selection of a recommended case.

The SLTRP also includes a general assessment of the revenue requirements and rate impacts that support the recommended resource plan through 2037. While this assessment will not be as detailed and extensive as more recent-year fiscal analyses, it clearly outlines the general requirements for future analyses. As a long-term planning process, the SLTRP examines a 20-year horizon in order to secure adequate supplies of electricity. In that respect, it is LADWP's desire that the SLTRP contribute towards future rate actions, by presenting and discussing the programs and projects required to fulfill the City Charter mandate of delivering reliable electric power to the City of Los Angeles.

Regulatory interpretations of primary regulations and state laws affecting the Power System, including AB 32, SB 1368, SB 1, SB 2 (1X), SB 350, SB 32, US EPA Rule 316(b), and US Clean Power Plan continue to evolve particularly with certification requirements of existing renewable projects and their applicability towards meeting in-state or out-of-state qualifications. 2017's SLTRP attempts to incorporate the latest interpretation of these major regulations and state laws as we understand them today.

[5] LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017.

Culver City

Electric power within Culver City is supplied by Southern California Edison (SCE). The 2020 Integrated Resource Plan (IRP) document serves as a comprehensive roadmap that guides Southern California Edison's (SCE) Power System in its efforts to supply reliable electricity in an environmentally responsible and cost effective manner. The 2020 IRP re-examines and expands its analysis with updates in the latest regulatory framework, in order to successfully support California's economy-wide climate goals in 2030 and beyond. The 2020 IRP provides detailed analysis and results of several new IRP resource cases which investigated the economic and environmental impact of increased local solar and various levels of transportation electrification. In analyzing the IRP cases and recommending a strategy to best meet the future electric needs of California, the IRP uses system modeling tools to analyze and determine the long-term economic, environmental, and operational impact of alternative resource portfolios by simulating the integration of new resource alternatives within our existing mix of assets and providing the analytic results to inform the selection of a recommended case. The 2020 IRP also includes reference to SCE's *Pathway 2045* which concludes that reaching California's decarbonization goals is possible, but will require a near-complete transformation of how the state sources and uses energy. Regulatory interpretations of primary regulations and state laws affecting the Power System, including AB 32, SB 1, SB 350, and SB 32 continue to evolve particularly with certification requirements of existing renewable projects and their applicability towards meeting in-state or out-of-state qualifications. The 2020 IRP attempts to incorporate the latest interpretation of these major regulations and state laws as SCE understands them today.[6]

2.3.2. NATURAL GAS

The *2020 California Gas Report*[7] presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. This report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with California Public Utilities Commission Decision D.95-01-039. The projections in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities.

California natural gas demand, including volumes not served by utility systems, is expected to decrease at a rate of 1.0 percent per year from through 2035. Though the Natural Gas Vehicle (NGV) market shows moderate growth, it is not sufficient to offset the projected decrease in other market segments over the forecast horizon.

Residential gas demand is expected to decrease at an annual average rate of 1.7 percent. The commercial gas demand is projected to decrease at an average annual rate of 1.5 percent each year. The industrial gas demand segment is expected to decline at an average rate of 0.2 percent per year. Aggressive energy efficiency programs make a significant impact in managing growth in the residential, commercial, and industrial markets. Both the

[6] Southern California Edison, 2020 Power Integrated Resource Plan, September 2020.
[7] California Gas and Electric Utilities, 2020 California Gas Report, 2020.

City of Los Angeles and Culver City are serviced by SCG and are therefore included in the SCG portion of the *2020 California Gas Report*.

It should also be noted the Culver City operates its fleet of 46 transit buses using Compressed Natural Gas (CNG). It was the second mass transit fleet in California and the first in the South Coast Air Quality Management District (SCMGD) to operate 100 percent on CNG.[8]

In 2015, the state enacted legislation intended to improve air quality, provide aggressive reductions in energy dependency and boost the employment of renewable power. The first legislation, the 2015 Clean Energy and Pollution Reduction Act, also known as Senate Bill (SB) 350, requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by December 31, 2030. SB 350 establishes annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses by January 1, 2030. Second, the Energy Efficiency Act (AB 802) provides aggressive state directives to increase the energy efficiency of existing buildings, requires that access to building performance data for nonresidential buildings be provided by energy utilities and encourages pay-for performance incentive-based programs. This paradigm shift will allow California building owners a better and more effective way to access whole-building information and at the same time will help to address climate change and deliver cost-effective savings for ratepayers. Last, the Energy Efficiency Act (AB 793) is intended to promote and provide incentives to residential or small and medium-sized business utility customers that acquire energy management technology for use in their home or place of business. AB 793 requires energy utilities to develop a plan to educate residential customers and small and medium business customers about the incentive program.[9]

3. ENVIRONMENTAL SETTING

3.1. WATER

LADWP is responsible for providing water supply to the City of Los Angeles parcel and GSWC is responsible for providing water supply to the Culver City parcel. Both are required to comply with County, State, and Federal regulations.

3.1.1. REGIONAL

City of Los Angeles

Primary sources of water for the LADWP service area are the Los Angeles Aqueducts (LAA), State Water Project (supplied by MWD) and local groundwater. The Los Angeles Aqueduct has been the primary source of the City's water supply. The water supply five-year averages from FY 2015-2016 to FY 2019-2020 include: 58 percent from LAA, 8

[8] Natural Gas Vehicles Customer Care Study, Southern California Gas Company, 2014.
[9] C.A. Legislative Assembly, SB 32, 2015-2016.

percent from local groundwater, 42 percent from MWD, and 2 percent from recycled water. Combined, LAA and purchased imported supplies from MWD make up on average approximately 90 percent of the City's total supplies. Supply sources face increasing constraints including hydrologic variability, potential climate impacts, groundwater basin contamination, and reallocation of water for environmental obligations.[10]

Culver City

Primary sources for the Golden State Water CCSA is West Basin Municipal Water District (WBMWD) which in turn procures it's supply from Metropolitan Water District's (MWD) water asset portfolio.[11]

MWD supplies imported water from the State Water (SWP) and the Colorado River via a series of pipelines and aqueducts. The Colorado River was MWD's original source of water following its establishment in 1928. MWD has a legal entitlement to receive water from the Colorado River under a permanent service contract with the United States Secretary of the Interior. The Colorado River Aqueduct, which has a capacity of 1.25 million AFY, is owned and operated by MWD. It transports water from Lake Havasu, at the border of California and Arizona, approximately 242 miles west to its terminus at Lake Mathews in Riverside County and MWD's service area.

MWD also imports water from the SWP, which is owned by the State of California and operated by DWR. This project transports Feather River water stored in and released from Oroville Dam and conveyed through the Bay-Delta, as well as unregulated flows diverted directly from the Bay-Delta, south via the California Aqueduct to four delivery points: one from the California Aqueduct's West Branch at Castaic Lake and three from the East Branch along the northeastern portion of MWD's service area between Devil's Canyon Power Plant and Lake Perris.[12]

3.1.2. LOCAL

Los Angeles

LADWP maintains water infrastructure to the Los Angeles parcel of the Project Site also known as 'Building 2'. Based on available record data provided by LADWP, there is an 8" water main within the Venice Boulevard sidewalk approximately 15' north of the property line. This water main is serving two existing hydrants on Venice Boulevard approximately 88'and 348' east of the intersection at National Boulevard.

Per LADWP record drawings, there are (3) water service connections coming from Venice Boulevard: 1" domestic, 3" domestic, and 8" fire service. It is expected that new connections will be installed to meet all Fire Department and Department of Building and

[10] LADWP, 2020 Urban Water Management Plan, May 2021.
[11] Golden State Water Company, 2020 Urban Water Management Plan (UWMP), June 2021.
[12] Water Supply Assessment, EKI Environment & Water, March 2022

Safety regulations to serve Building 2. Exhibit 6 provides a map of existing water utility infrastructure.

Culver City

GSWC maintains water infrastructure to the Culver City parcel of the Project Site also known as 'Building 1'. Based on information provided by GSWC, there is an 8" water main in National Boulevard and a 16" water main in Washington Boulevard. There is an existing water service connection from the main on National Boulevard at the signalized intersection at Ivy Station. The nearest hydrants to Building 1 that are served by GSWC are located on National Blvd adjacent to the Ivy Station development approximately 155' NW of Washington Boulevard and approximately 230' SE of the intersection at Venice Boulevard. Refer to Exhibit 6 for a map of existing water utility infrastructure.

It is expected that new connections will be installed to meet all Fire Department and Building Safety Division to service Building 1.

3.1.3. ON SITE

Los Angeles

As described in section 1.1.2, the Los Angeles Parcel consists of 51,500 sf of office space and 34,726 sf of retail space. Existing water consumption estimates have been prepared based on water demand provided by LADWP as part of the WSA. The following table shows these results.

Table 1. Los Angeles: Estimated Existing Water Demand

Building Use	Sewer Generation (GPD/KGSF[(a)])	Quantity (SF)	Water Demand (GPD)
Office Building	200	51,500	
Retail (Shopping Center)	325	34,726	
Total Estimated Existing Water Demand			2,795 [(b)]

[(a)] KGSF= 1,000 gross square feet

[(b)] Water demand provided by LADWP

Culver City

As described in section 1.1.2, the Culver City Parcel consists of 18,821 sf of storage and vacant office space. EKI Environment and Water, Inc. prepared a WSA for GSWC in which the existing water demand was averaged based on the use from 2017-2021. The following table shows these results. Refer to Exhibit 10 for the GSWC's approval.

Table 2. Culver City: Estimated Existing Water Demand			
Building Use	Sewer Generation (GPD/KGSF[(a)])	Quantity (SF)	Water Demand (GPD)
Vacant Office Space	200	9,082	
Storage	25	9,739	
Total Estimated Existing Water Demand			29[(b)]
[(a)] KGSF= 1,000 gross square feet			
[(b)] Water demand provided by EKI as part of WSA to GSWC			

3.2. WASTEWATER

3.2.1. REGIONAL

The wastewater generated by the Project ultimately flows to the Hyperion Water Reclamation (HWRP) System. The existing design capacity of the Hyperion Service Area is approximately 450 million gallons per day[13] (mgd) and the existing average daily flow for the system is approximately 260 mgd.[14]

3.2.2. LOCAL

Los Angeles

Sanitary sewer service is provided by LASAN for the Los Angeles Parcel. Based on City of Los Angeles Bureau of Engineering (BOE)'s online Navigate LA database, there is an 8" VCP sewer main within Venice Boulevard approximately 52' North of the centerline. The sewer main is flowing easterly at a slope of 0.40%. The proposed Project will connect to this sewer main via the construction of new sewer laterals and the reconnection of an existing sewer lateral.

A sewer capacity availability request (SCAR) has been submitted and approved by LASAN indicating that the existing sewer main on Venice Boulevard has the capacity to collect the expected sewage generated by the Los Angeles Parcel. The SCAR and accompanying Will Serve letter from LASAN are included as part of Exhibit 3.

[13] City of Los Angeles Department of Public Works, Bureau of Sanitation, Water Reclamation Plants, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=oep8lwkld_4&_afrLoop=28344654751341747#!, accessed April 5, 2022

[14]City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewer System Management Plan Hyperion Sanitary Sewer System, January 2019.

Culver City

Sanitary sewer service is provided by Culver City Public Works, which operates and maintains the collection and conveyance of sewer facilities within Culver City. Based on as-built drawings provided by the City of Culver City Public Works, there is an 8" sewer main on National Boulevard approximately 23' west of the property line and a 10" sewer main on Washington Boulevard. The Culver City Parcel is expected to be serviced by the 8" sewer main on National Boulevard. A sewer area study was prepared alongside this report and is included as part of Attachment 7.

3.2.3. ON SITE

Wastewater generation calculations have been prepared based on data that was provided in the WSA to both LADWP and GSWC for City of Los Angeles and Culver City, respectively.

Los Angeles

As described in section 1.1.2, the Los Angeles Parcel consists of 51,500 sf of office space and 34,726 sf of retail space. Wastewater generation estimates within the City of Los Angeles are based on billing data provided by LADWP as part of the WSA. The following table shows these results.

Table 3. Los Angeles Parcel: Estimated Existing Wastewater Generation

Building Use	Sewer Generation (GPD/KGSF) [a]	Quantity	Total Generation (GPD)
Office Building	200	51,500	
Retail (Shopping Center)	325	34,726	
Total Estimated Existing Wastewater Generation			2,795[b]

[a] KGSF= 1,000 gross square feet

[b] Water demand provided by LADWP

Culver City

As described in section 1.1.2, the Culver City Parcel consists of 18,821 sf of storage and vacant space. Wastewater generation estimates within City of Culver City are based on data provided by EKI Environment and Water, Inc. as part of the WSA to GSWC. The following table shows these results.

Table 4. Culver City: Estimated Existing Wastewater Generation			
Building Use	Sewer Generation (GPD/KGSF[(a)])	Quantity (SF)	Total Generation (GPD)
Vacant Office Space	200	9,082	
Storage	25	9,739	
Total Estimated Existing Wastewater Generation			29[(b)]
[(a)] KGSF= 1,000 gross square feet **[(b)] Water demand provided by EKI as part of WSA to GSWC**			

3.3. ENERGY

3.3.1. ELECTRICITY

LADWP is responsible for providing power supply to the City of Los Angeles and SCE is responsible for providing power supply to Culver City. Both being required to comply with County, State, and Federal regulations.

3.3.1.1. REGIONAL

Los Angeles

LADWP's Power system is the nation's largest municipal electric utility and serves a 465-square-mile area in Los Angeles and much of the Owens Valley. The system supplies more than 26 million megawatt-hours (MWh) of electricity a year for the City of Los Angeles' 1.5 million residential and business customers as well as over 5,000 customers in the Owens Valley. LADWP has over 6,502 megawatts (MW) of generation capacity from a diverse mix of energy sources including Renewable energy, Natural Gas, Nuclear, Large Hydro, coal and other sources. The distribution network includes 6,752 miles of overhead distribution lines and 3,626 miles of underground distribution cables.[15]

Culver City

SCE is one of the nation's largest electric utilities, providing electric service to approximately 15 million people. SCE's service area includes portions of Los Angeles County and 14 other counties that covers approximately 50,000 square miles.[16]

[15] LADWP, 2017 Power Strategic Long-Term Resource Plan, December 2017.
[16] Southern California Edison, Southern California Edison's Service Area, April 2019.

3.3.1.2. LOCAL

Los Angeles

Based on substructure maps, the Los Angeles Parcel receives electric power service from underground electrical conduits that enter the site from National Boulevard. The electrical pull box is located approximately 150' South of the centerline intersection at Venice Boulevard.

For the purposes of this report the Project Site's existing estimated electrical demand was calculated using CalEEMod software provided by the Air Quality Management District (AQMD). The estimated demand for the existing site is summarized by the table below.

Table 5. Los Angeles: Estimated Existing Electrical Demand

Building Use	Electrical Demand (kWhr/yr/KGSF[(a)])	Quantity (SF)	Electrical Demand (kWhr/yr)
Office Building	13,540	51,500	697,310
Retail (Shopping Center)	13,070	34,726	453,869
Total Estimated Existing Electrical Demand			1,151,179
[(a)] KGSF= 1,000 gross square feet			

Culver City

Based on facility maps provided by SCE, the Culver City Parcel receives electrical power service via underground electrical duct banks within National Boulevard. There are several electrical pull boxes within the National Boulevard sidewalk at the signalized intersection of Ivy Station where conduits enter the Project Site.

For the purposes of this report the Project Site's existing estimated electrical demand was calculated using CalEEMod software provided by AQMD. The estimated demand for the existing site is summarized by the table below.

Table 6. Culver City: Estimated Existing Electrical Demand			
Building Use	Electrical Demand (kWhr/yr/KGSF[(a)])	Quantity	Electrical Demand [(b)] (kWhr/yr)
Vacant Office Space	13,540	9,082	-
Storage	5,440	9,739	52,980
Total Estimated Existing Electrical Demand			52,980
[(a)] KGSF= 1,000 gross square feet			
[(b)]Due to vacancy, it is assumed there is no electrical demand within the existing office space.			

3.3.2. NATURAL GAS

Southern California Gas Company (SoCal Gas) is responsible for providing natural gas supply to both the Cities of Los Angeles and Culver City. It is regulated by the California Public Utilities Commission and other state and federal agencies.

3.3.2.1. REGIONAL

SoCal Gas is the principal distributor of natural gas in Southern California, providing retail and wholesale customers with transportation, exchange and storage services and procurement services to most retail core customers. SoCal Gas is a gas-only utility and, in addition to serving the residential, commercial, and industrial markets, provides gas for enhanced oil recovery (EOR) and electric generation (EG) customers in Southern California. SoCal Gas' natural gas system is the nation's largest natural gas distribution utility and serves a 20,000 square-mile area in Central and Southern California. The system supplies natural gas to 21.6 million customers through 5.9 million meters in more than 500 communities.[17]

3.3.2.2. LOCAL

Based on record drawings for the surrounding infrastructure, the existing Project Site has gas infrastructure within National Boulevard, Venice Boulevard, and Washington Boulevard.

For the purposes of this report the Project Site's existing gas demand was calculated using CalEEMod software. The tables below show the estimated gas demand for both the Culver City Parcel and Los Angeles Parcel.

Los Angeles

[17] California Gas and Electric Utilities, 2018 California Gas Report, 2018.

Based on maps provided by SoCal Gas maps, there is a ¾" service connection and gas vault within Washington Boulevard. While the gas connection is entering from the Culver City parcel, it is assumed that this connection serves the existing Project Site as a whole. The table below shows the estimated existing demand for the Los Angeles Parcel.

Table 7. Los Angeles: Estimated Existing Natural Gas Demand			
Building Use	Natural Gas (kBtu/yr/KGSF[(a)])	Quantity (SF)	Natural Gas (kBtu/yr/KGSF)
Office Building	9,690	51,500	499,035
Retail (Shopping Center)	1,930	34,726	67,021
Total Estimated Existing Natural Gas Demand			566,056
[(a)] KGSF= 1,000 gross square feet			

Culver City

As mentioned above, the Culver City Parcel is being served by a ¾" gas connection at Washington Boulevard. The table below shows the estimated existing demand for the Culver City Parcel.

Table 8. Culver City: Estimated Existing Natural Gas Demand			
Building Use	Natural Gas (kBtu/yr/KGSF[(a)])	Quantity (SF)	Natural Gas[(b)] (kBtu/yr)
Vacant Office Space	9,690	9,082	-
Storage	9,690	9,739	94,371
Total Estimated Existing Natural Gas Demand			94,371
[(a)] KGSF= 1,000 gross square feet **[(b)]Due to vacancy, it is assumed there is no electrical demand within the existing office space.**			

4. CEQA GUIDELINES

4.1. WATER

Appendix G of the State of California's California Environmental Quality Act (CEQA) Guidelines (CEQA Guidelines) provides a set of sample questions that address impacts regarding water supply. These questions are as follows:

Would the project:

- Require or result in the relocation or construction of new water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities or expansion of existing facilities, the construction or relocation of which would cause significant environmental effects?

- Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

4.2. WASTEWATER

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts regarding wastewater. These questions are as follows:

Would the project:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which would cause significant environmental effects?

- Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

4.3. ENERGY

Appendix F of the CEQA Guidelines states that the potentially significant energy implications of a project should be considered in an EIR. Environmental impacts, as noted in Appendix F, may include:

- The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed;

- The effects of the project on local and regional energy supplies and on requirements for additional capacity;

- The effects of the project on peak and base period demands for electricity and other forms of energy;

- The degree to which the project complies with existing energy standards;

- The effects of the project on energy resources;

- The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Appendix G of the CEQA Guidelines has the following questions:

- Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction.

- Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5. METHODOLOGY

5.1. WATER

The methodology for determining the significance of a project as it relates to a project's impact on water supply and distribution infrastructure involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

Environmental Setting

- Description of major water infrastructure serving the Project site, including the type of facilities, location and sizes, and any planned improvements.
- Description of the water conditions for the Project Site and known improvement plans.

Project Impacts

- Evaluate the Project's water demand, taking into account design or operational features that would reduce or offset water demand.
- Determine what improvements would be needed, if any, to adequately serve the Project.
- Describe the degree to which presently scheduled off-site improvements offset impacts.

This report analyzes the potential impacts of the Project on the existing public water infrastructure by comparing the estimated Project demand with the calculated available capacity of the existing facilities.

The existing and proposed water demand is based upon available site and Project information and utilizes billing data from both LADWP and GSWC as detailed in each respective WSA.

Los Angeles

LADWP performed a hydraulic analysis of their water system to determine if adequate fire flow is available to the fire hydrants surrounding the Project Site. LADWP's approach consists of analyzing their water system model near the Project Site. Based on the results, LADWP determines whether they can meet the project fire hydrant flow needs based on existing infrastructure. See Exhibit 12 for the results of the Information of Fire Flow Availability Request (IFFAR).

In addition, LADWP performed a flow test to determine if available water conveyance exists for future development. LADWP's approach consists of data ranging from available static pressure (meaning how much pressure is available at the source before applying the project's demand), to the available pressure at the maximum demand needed for the project. Based on the results, LADWP determines whether they can meet the project needs based on existing infrastructure. See Exhibit 2 for the results of the Service Advisory Request (SAR) for Venice Boulevard.

Culver City

The Culver City Fire Department (CCFD) also performed a hydraulic analysis of their water system to determine if adequate fire flow could be supplied to the Project from the existing water infrastructure surrounding the project. Based on the results of the fire flow testing, CCFD is able to supply the Project with sufficient water flow and pressure. See Exhibit 1 for the results of the CCFD Fire Flow Testing.

5.2. WASTEWATER

The methodology for determining the significance of a project as it relates to a project's impact on wastewater collection and treatment infrastructure involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures (if required). The following has been considered as part of the determination for this Project:

Environmental Setting

- Location of the Project and appropriate points of connection to the wastewater collection system on the pertinent Wye Map, which shows sewer lateral connections;
- Description of the existing wastewater system which would serve the Project, including its capacity and current flows.
- Summary of adopted wastewater-related plans and policies that are relevant to the Project Site.

Project Impacts

- Evaluate the Project wastewater needs (anticipated daily average wastewater flow), taking into account design or operational features that would reduce or offset service impacts;
- Compare the Project's wastewater needs to the appropriate sewer's capacity and/or the wastewater flows anticipated in the Wastewater Facilities Plan or General Plan.

This report analyzes the potential impacts of the Project on the existing public sewer infrastructure by comparing the estimated Project wastewater generation with the calculated available capacity of the existing facilities.

Los Angeles

Pursuant to LAMC Section 64.15, LASAN Wastewater Engineering Division made a preliminary analysis of the local and regional sewer conditions to determine if available wastewater conveyance and treatment capacity exists for future development of the Project Site. LASAN's approach consisted of the study of a worst-case scenario envisioning peak demands from the relevant facilities occurring simultaneously on the wastewater system. A combination of flow gauging data and computed results from the City's hydrodynamic model were used to project current and future impacts due to additional sewer discharge. The data used in this report are based on the findings of the LASAN preliminary analysis. Refer to Exhibit 3 for the Wastewater Service Information Response Letter prepared by the City of Los Angeles Bureau of Sanitation providing additional context and evaluation, showing feasibility in accommodating the Project.

Culver City

A sewer area study of the infrastructure surrounding the Culver City Parcel has been prepared in conjunction with this technical report. Existing sewer generation to the sewer mains has been estimated by the land use and Los Angeles County Sanitation District (LACSD) loading factors. The sewer generation flow rates along with sewer main material type, slope, and size were used to determine the capacity of the infrastructure.

See Exhibit 7 for the Sewer Area Study.

5.3. ENERGY

The methodology for determining the significance of a project as it relates to a project's impact on energy supply and distribution infrastructure involves a review of the project's environmental setting, project impacts, cumulative impacts, and mitigation measures as required. The following has been considered as part of the determination for this Project:

Environmental Setting

- Description of the electricity and natural gas supply and distribution infrastructure serving the project site. Include plans for new transmission facilities or expansion of existing facilities; and

- Summary of adopted energy conservation plans and policies relevant to the project.

Project Impacts

- Evaluation of the new energy supply and distribution systems which the project would require.

- Describe the energy conservation features that would be incorporated into project design and/or operation that go beyond City requirements, or that would reduce the energy demand typically expected for the type of project proposed.

- Consult with the DWP or The Gas Company, if necessary, to gauge the anticipated supply and demand conditions at project buildout.

Los Angeles

This report analyzes the potential impacts of the Project on existing energy infrastructure by comparing the estimated Project energy demand with the available capacity. Will-serve letters from LADWP and SoCal Gas (Exhibits 4 and 5) demonstrate the availability of sufficient energy resources to supply the Project's demand.

Culver City

This report analyzes the potential impacts of the Project on existing energy infrastructure by comparing the estimated Project energy demand with the available capacity. Will-serve letters from SCE and SoCal Gas demonstrate the availability of sufficient energy resources to supply the Project's demand.

6. PROJECT IMPACTS

6.1. CONSTRUCTION

6.1.1. WATER

Water demand for construction of buildings in both Los Angeles and Culver City Parcels would be required for dust control, cleaning of equipment, excavation/export, removal and re-compaction, etc. Based on a review of construction projects of similar size and duration, a conservative estimate of construction water use ranges from 1,000 to 2,000 gallons per day (gpd). Although temporary construction water use would be greater than the existing water consumption at the Project Site, it is anticipated that the existing water infrastructure would meet the limited and temporary water demand associated with construction of the Project. Impacts on the water infrastructure due to construction activity would therefore be less than significant.

The Project will also require construction of new, on-site water distribution lines to serve new buildings and facilities of the proposed Project. The Project anticipates connections for fire and domestic water service along Venice Boulevard for the Los Angeles Parcel and connections along National Boulevard for the Culver City Parcel. Construction impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution lines below surface and would be limited to on-site water distribution, and minor off-site work associated with connections to the public main. No upgrades to existing water mains are anticipated at this time. A Construction Management Plan would be implemented to reduce any temporary pedestrian and traffic impacts. The contractor would implement the Construction Management Plan, which would ensure safe pedestrian access and vehicle travel and emergency vehicle access throughout the construction phase. Prior to ground disturbance, Project contractors would coordinate with LADWP and GSWC to identify the locations and depth of all lines. Further, agencies would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service and are typically responsible for the

installation of new meters and main connections, as well as work on water mains within the public right-of-way (i.e. main extensions). Therefore, Project impacts on water associated with construction activities would be less than significant.

6.1.2. WASTEWATER

During construction, existing sewer laterals will be capped, and no sewage will enter either of the public sewer systems. Construction activities for the Project would not result in wastewater generation as construction workers would typically utilize portable restrooms and hand wash areas, which would not contribute to wastewater flows to the City's wastewater system. Thus, wastewater generation from Project construction activities is not anticipated to cause a measurable increase in wastewater flows. Therefore, Project impacts associated with construction-period wastewater generation would be less than significant.

As part of the Project, new sewer laterals will have to be constructed to span across National Boulevard and Venice Boulevard to connect to the existing public sewer system. It is also anticipated that a sewer main upgrade may be required. At the time of new sewer lines are constructed, the primary associated construction impacts will be trenching for the placement of pipe and connection into the existing sewer wyes or laterals. Any offsite work will be coordinated with City of Los Angeles Bureau of Engineering as well as Culver City Public Works Department. Additionally, a Construction Management Plan would be implemented to reduce any temporary pedestrian and traffic impacts. The contractor would implement the Construction Management Plan, which would ensure safe pedestrian access and vehicle travel and emergency vehicle access throughout the construction phase. Overall, when considering impacts resulting from the installation of any required wastewater infrastructure, all impacts are of a relatively short-term duration (i.e., months) and would cease to occur once the installation is complete.

6.1.3. ENERGY

Electrical power would be consumed to construct the new buildings and facilities of the proposed Project. Typical uses include temporary power for lighting, equipment, construction trailers, etc. Overall, demolition and construction activities would require minimal electricity consumption and would not be expected to have any adverse impact on available electricity supplies and infrastructure. Therefore, impacts on electricity supply associated with short-term construction activities would be less than significant.

No natural gas usage is expected to occur during construction. Therefore, impacts on natural gas supply associated with short-term construction activities would be less than significant.

Construction impacts associated with the Project's electrical and gas infrastructure upgrades would primarily be confined to trenching. Infrastructure improvements will comply with all applicable SCE, LADWP, SoCalGas, and City of LA requirements, which are expected to and would in fact mitigate impact to existing energy systems and adjacent properties. As stated above, to reduce any temporary pedestrian access and traffic impacts during any necessary off-site energy infrastructure improvements, a Construction

Management Plan would be implemented to ensure safe pedestrian and vehicular travel. Therefore, Project impacts on energy infrastructure associated with construction activities would be less than significant.

6.2. OPERATION

6.2.1. WATER

6.2.1.1. INFRASTRUCTURE CAPACITY

When analyzing the Project for infrastructure capacity, the projected demands for both fire suppression and domestic water are considered. Although domestic water demand is the Project's main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure, and therefore are the primary means for analyzing infrastructure capacity.

6.2.1.2. FIRE WATER DEMAND

Los Angeles

Based on fire flow standards set forth in Section 57.507.3 of the LAMC, the Project appears to fall within the "Neighborhood Commercial" category, which has a required fire flow of 4,000 gallons per minute (gpm) from four hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch (psi).

Furthermore, LAMC Section 57.513, Supplemental Fire Protection, states that:

Where the Chief determines that any or all of the supplemental fire protection equipment or systems described in this section may be substituted in lieu of the requirements of this chapter with respect to any facility, structure, group of structures or premises, the person owning or having control thereof shall either conform to the requirements of this chapter or shall install such supplemental equipment or systems. Where the Chief determines that any or all of such equipment or systems is necessary in addition to the requirements of this chapter as to any facility, structure, group of structures or premises, the owner thereof shall install such required equipment or systems. Based on an inter-departmental correspondence between LAFD and the Department of City Planning, the required fire flow has been updated. The required fire-flow for this project has been set at 6,000 to 9,000 gpm from four to six fire hydrants flowing simultaneously. (See Exhibit 11)

An IFFAR was submitted to LADWP to understand available fire hydrant flow in the nearby water infrastructure. The results indicate four hydrants flowing simultaneously at a combined flow rate of 3,600 gpm (See Exhibit 12). The hydrants listed in the IFFAR from LADWP are not expected to be the only sources of fire flow to the site. Hydrants located within Culver City limits that are owned and operated by Golden State Water would be available for fire suppression in the event of an emergency.

The available flow from these can be combined with the total from the LADWP to provide the required fire flow demand from the inter-departmental correspondence. Fire flow

testing was conducted on each hydrant and the results indicate that the hydrants can supply a combined 6,828 gpm at 20 psi for two hours (See Exhibit 1). When combined with the four hydrants within the City of Los Angeles, the total fire flow that can be supplied to the site is 10,428 gpm, surpassing the required 6,000 – 9,000 gpm from LAFD.

The Project will incorporate a fire sprinkler suppression system to reduce or eliminate the public hydrant demands, which will be subject to Fire Department review and approval during the design and permitting of the Project. Based on Section 94.2020.0 of the LAMC that adopts by reference NFPA 14-2013 including Section 7.10.1.1.5, the maximum allowable fire sprinkler demand for a fully or partially sprinklered building would be 1,250 gpm. As noted, an SAR was submitted to LADWP to determine if the existing public water infrastructure could meet the demands of the Project. Based upon the SAR results, the existing infrastructure is sufficient to meet the demands of the project. The Project's fire flow impacts to water infrastructure would be less than significant.

Culver City

The required fire flow rate to service the site is determined by the California Fire Code Appendix "B" as adopted in CCMC 9.02. This required flow rate is 2,250 gpm for a duration of two hours.

GSWC has performed a hydraulic analysis of their water system to determine the available fire flow rates to service the site. Two hydrants located on National Blvd were tested and the results indicate that the hydrants can provide 6,828 gpm at 20 psi. Based on the results, GSWC determines that the Project fire hydrant flow needs can be supplied by the existing infrastructure (See Exhibit 1).

6.2.1.3. DOMESTIC WATER DEMAND

Water consumption estimates have been prepared based on data within the WSA's approved by both LADWP and GSWC.

Los Angeles

The approved SAR which is inclusive of anticipated domestic water demands shows that the existing infrastructure is sufficient to meet the water demand of the Project. Therefore, the Los Angeles Parcel's impacts on water supply would be less than significant. This parcel will consist of 369,000 sf of office space and 370,526 sf of covered parking. The following table shows the expected domestic water demand based on these areas and LADWP data.

Table 9. Los Angeles: Estimated Proposed Water Demand			
Building Use	Water Use Factor(GPD/Unit)	Quantity	Water Demand (GPD)
Office Building	120/KGSF[(a)]	336,924	40,431
Employee Cafeteria	30/seat	855	25,650
Landscaping	-	38,293	3,270
Covered Parking	20/KGSF	370,525	244
Base Demand Adjustment for Commercial			1,003
Total Proposed Water Demand			70,598
Required Ordinances Water Savings			-12,520
Less Additional Conservation			-476
Less Existing to be Removed Total			-2,795
Net Water Demand Increase			**54,807**
[(a)] KGSF= 1,000 gross square feet			

Culver City

The proposed Culver City Parcel will comprise of 167,000 sf of office space and 166,240 sf of covered parking. The following table shows the anticipated water demand based on these areas and GSWC data.

Table 10. Culver City: Estimated Proposed Water Demand			
Building Use	Sewer Generation (GPD/KGSF[(a)])	Quantity (SF)	Water Demand (GPD)
Office Building	120	167,000	20,040
Storage (Covered Parking)	20	166,240	107
Irrigation			795
Distribution System Losses			634
Existing Site Demand			-29
Total Proposed Water Demand			21,576
Net Water Demand Increase			**21,547**
[(a)] KGSF= 1,000 gross square feet			

6.2.2. WASTEWATER

The base estimated sewer flows were based on the sewer generation factors for the Project's uses. Based on the type of use and generation factors, the Project will generate approximately 72,289 gallons per day (gpd) of wastewater. Wastewater generation estimates have been prepared based on the City of Los Angeles sewerage generation factors

for commercial categories while taking into account required LADWP ordinance savings and GSWC distribution system losses. The existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (consisting of 450 mgd at the Hyperion Treatment Plant, 80 mgd at the Donald C. Tillman Water Reclamation Plant, Reclamation Plant, and 20 mgd at the Los Angeles–Glendale Water Reclamation Plant).[18] The Project's proposed wastewater generation is approximately 0.072 mgd. This is equal to far less than one percent of the Hyperion Treatment Plant's capacity where the Project's wastewater would be treated. Consequently, impacts on wastewater treatment capacity are less than significant.

Los Angeles

This parcel will consist of 369,000 sf of office space including the employee cafeteria and 370,525 sf of covered parking. The following table shows the expected domestic water demand based on these areas and sewage generation factors.

Table 11. Los Angeles: Estimated Proposed Wastewater Generation[(a)]

Building Use	Water Use Factor (GPD/Unit)	Quantity	Total Wastewater Generation (GPD)
Office Building	120/KGSF[(b)]	336,924	40,431
Employee Cafeteria	30/seat	855	25,650
Covered Parking	20/KGSF	370,525	244
Base Demand Adjustment for Commercial			1,003
Total Proposed Wastewater Generation			67,328
Required Ordinances Water Savings			12,520
Less Additional Conservation			-476
Less Existing to be Removed Total			-2,795
Net Wastewater Increase			**51,537**

[(a)] Wastewater generation calculations based on LADWP WSA
[(b)] KGSF= 1,000 gross square feet

LASAN has analyzed the Project demands in conjunction with existing conditions and forecasted growth. Refer to Exhibit 3 for the response letter from LASAN – Wastewater Engineering Services Division.

Culver City

The proposed Culver City Parcel will comprise of 167,000 sf of office space and 166,240 sf of covered parking. The following table shows the anticipated sewage generation based on these areas and sewer generation factors.

[18] City of Los Angeles Department of Public Works, Bureau of Sanitation, Water Reclamation Plants, https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p?_adf.ctrl-state=oep8lwkld_4&_afrLoop=2834654751341747#!, accessed August 13, 2019.

Table 12. Culver City: Estimated Proposed Wastewater Generation[a]			
Building Use	Sewer Generation (GPD/KGSF[b])	Quantity (SF)	Total Wastewater Generation (GPD)
Office Building	120	167,000	20,040
Storage (Covered Parking)	20	166,240	107
Distribution System Losses			634
Existing Site Demand			-29
Total Proposed Wastewater Generation			20,781
Net Wastewater Increase			**20,752**
[a] Wastewater generation calculations based on GSWC WSA			
[b] KGSF= 1,000 gross square feet			

6.2.3. ENERGY

6.2.3.1. ELECTRICITY

The Project will increase the demand for electricity resources. Based on analysis performed using CalEEMod software, the estimated projected electrical loads are provided in the tables below and are based on the expected land use for the project. The unit rates provided by CalEEMod are shown in Exhibit 8.

Los Angeles

The Los Angeles Parcel will include a cafeteria in addition to the office space and parking. The CalEEMod value for restaurant space was used to account for this space.

Table 13. Los Angeles Parcel: Estimated Proposed Electrical Demand			
Building Use	Electrical Demand (kWhr/yr/KGSF[a])	Quantity (SF)	Electrical Demand (kWhr/yr)
Office Space	13,540	369,000	4,996,260
Parking	5,440	370,526	2,015,661
Restaurant	43,270	32,076	1,387,929
Total Estimated Proposed Electrical Demand			8,399,850
Net Electrical Demand Increase			**8,346,870**
[a] KGSF= 1,000 gross square feet			

A Will Serve letter request was sent to LADWP to determine if there is sufficient capacity to serve the Project. Based on the response from LADWP (see Exhibit 4), impacts related to electrical services would be less than significant.

Culver City

The Culver City Parcel will comprise only of Office Space and Parking. A cafeteria located within the Los Angeles Parcel is to service both buildings, and as such Electrical Demand for the Culver City Parcel will not include restaurant demand.

According to a Will Serve letter provided by SCE, if there is sufficient capacity to serve the Project. This letter is included as part of Exhibit 4.

Table 14. Culver City: Estimated Proposed Electrical Demand			
Building Use	Electrical Demand (kWhr/yr/KGSF[(a)])	Quantity (SF)	Electrical Demand (kWhr/yr)
Office Space	13,540	167,000	2,261,180
Parking	5,440	166,240	904,346
Restaurant	43,270	-	-
Total Estimated Proposed Electrical Demand			3,165,526
Net Electrical Demand Increase			**2,989,575**
[(a)] KGSF= 1,000 gross square feet			

6.2.3.2. NATURAL GAS.

All building systems including Heat, Ventilation, and Air Conditioning (HVAC) and cafeteria appliances will use electrically powered equipment. Natural Gas demand, however, is being included as part of this technical report for the future potential of cafeteria appliances being converted to gas powered appliances. Based on analysis performed using CalEEMod software, the estimated projected natural gas loads are provided in the tables below. The gas demand unit rates provided by CalEEMod are shown in Exhibit 8. There will only be one gas purveyor servicing both parcels but the calculations have been conducted separately for the two parcels.

A Will Serve letter request was sent to the gas company to determine if there is sufficient capacity to serve the Project. Based on the response from SoCalGas (see Exhibit 5), available capacity to serve the project exists. As such, impacts related to gas would be less than significant.

Los Angeles

The CalEEMod value for restaurant space was used to account for the proposed cafeteria within the Los Angeles Parcel. This cafeteria space as proposes will comprise entirely of electrically powered equipment however, natural gas demand is being included for the possibility of a future conversion to gas powered appliances.

Table 15. Los Angeles Parcel: Estimated Proposed Natural Gas Demand			
Building Use	Natural Gas (kBtu/yr/KGSF[(a)])	Quantity (SF)	Natural Gas (kBtu/yr)
Restaurant	230,330	32,076	7,388,065
Total Estimated Proposed Natural Gas Demand			7,388,065
Net Natural Gas Demand Increase			**6,822,009**
[(a)] KGSF= 1,000 gross square feet			

Culver City

All building systems in the Culver City Parcel will be powered by electrical power meaning that there will not be any natural gas demand for this parcel. Only the Los Angeles Parcel is to include a proposed cafeteria and as such it is the only one to account for potential future restaurant demand. As there will be no proposed demand, there will be a net decrease in natural gas demand for the Culver City Parcel of 94,371 kBtu/yr.

6.3. CUMULATIVE IMPACTS

6.3.1 WATER

Los Angeles

The geographic context for the cumulative impact analysis on water supply is the LADWP service area (i.e., the City). LADWP, as a public water service provider, is required to prepare and periodically update an Urban Water Management Plan to plan and provide for water supplies to serve existing and projected demands. The 2020 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2045.

Additionally, under the provisions of Senate Bill 610, LADWP is required to prepare a comprehensive water supply assessment for every new development "project" (as defined by Section 10912 of the Water Code) within its service area that reaches certain thresholds. The types of projects that are subject to the requirements of Senate Bill 610 tend to be larger projects that may or may not have been included within the growth projections of the 2020 UWMP. The water supply assessment for projects would evaluate the quality and reliability of existing and projected water supplies, as well as alternative sources of water supply and measures to secure alternative sources if needed.

Furthermore, through LADWP's 2020 UWMP process, the City will meet all new demand for water due to projected population growth to the year of 2040, through a combination of water conservation and water recycling. These plans outline the creation of sustainable sources of water for the City of Los Angeles to reduce dependence on imported supplies. LADWP is planning to achieve these goals by expanding its water conservation program. To increase recycled water use, LADWP is expanding the recycled water distribution system to provide water for irrigation, industrial use, and groundwater recharge.

The total increase in demand for the Project and related projects is approximately 54,807 gallons per day. LADWP's UWMP has anticipated an approximate water demand of 576 mgd by the year 2025, which suggests that the Project combined with related projects would account for approximately 0.01% of the total daily demand.

Based on the above, it is anticipated that LADWP would be able to supply the water demands of the Project as well as future growth. This is corroborated by the LADWP WSA. Therefore, cumulative impacts on water supply would be less than significant.

Culver City

The proposed Culver City Parcel will result in additional water demand. A WSA was conducted in conjunction with this technical report that analyzed the historical and projected water demand and supply of water through 2045. It determined that an expected yearly supply ranging from 5,002 – 5,370 acre-feet per year (AFY) will be available for the CCSA. The estimated yearly demand for the Project Site is approximately 24 AFY (21,547 GPD) indicating that the proposed project will account for only 0.5% of the expected supply. The WSA determined that GSWC will have sufficient supply for all future demands within the CCSA. [19]

6.3.2 WASTEWATER

Wastewater generated by the Project will be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plant system. As previously stated, based on information from LASAN, the existing design capacity of the Hyperion Service Area is approximately 450 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.

In addition to the City's analysis, a related projects list has been generated. There are 52 related projects within both the Cities of Los Angeles and Culver City, which consist of residential buildings, retail spaces, schools, theaters, office space, restaurants, and assisted living facilities. The total increase in wastewater generation is 1,141,532 gpd. See Exhibit 9 for a breakdown of the related projects and associated wastewater generation. Although wastewater will be discharged to both City of Los Angeles and City of Culver City sewer infrastructure, sewage will ultimately be discharged to the Hyperion Treatment Plant via the City of Los Angeles North Outfall Sewer.

The estimated wastewater generation increase from the Project and the related projects would be 1,213,821 gpd which represents approximately 0.64% of the available capacity in the system. Based on these forecasts the Project's increase in wastewater generation would be adequately accommodated within the Hyperion Service Area.

Los Angeles

The proposed Los Angeles Parcel will result in the additional generation of sewer flow. However, as discussed above LASAN will conduct an analysis of existing and planned

[19] Water Supply Assessment for Crossings Campus Building 1, EKI, March 2022.

capacity and will determine that adequate capacity exists to serve the Project. Related projects connecting to the same sewer system are required to obtain a sewer connection permit and submit a SCAR to LASAN as part of the related project's development review. Impact determination will be provided following the completion of the SCAR analysis. In order to connect to the sewer system, related projects in the City of Los Angeles would also be subject to payment of the City's Sewerage Facilities Charge. Payment of such fees would help offset the costs associated with infrastructure improvements that would be needed to accommodate wastewater generated by overall future growth. Furthermore, similar to the Project, each related project would be required to comply with applicable water conservation programs, including the City of Los Angeles Green Building Code, which would reduce wastewater generation. System upgrades are not anticipated as a result of a given project's additional flow, given the completed SCAR has determined that there is adequate capacity within the existing infrastructure to accommodate the increased flow. Therefore, the Project's impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

Culver City

A sewer area study was completed as part of this utility technical report and is included as part of Exhibit 7. The analysis of the existing sewer infrastructure found that the existing infrastructure is adequately sized to accept flow from the Culver City Parcel.

The increase in expected sewer generation is expected to be 0.033 cubic feet per second (cfs) or 21,547 GPD which represents an increase of 0.004% of the existing treatment capacity of the Hyperion Treatment Plant. Therefore, the Project's impacts would not be cumulatively considerable, and cumulative impacts would be less than significant.

6.3.3 ENERGY - ELECTRICITY

Los Angeles

The geographic context for the cumulative analysis of electricity is LADWP's service area and the geographic context for the cumulative analysis of natural gas is SoCal Gas' service area. The geographic context for transportation energy use is the City of Los Angeles. Growth within these geographies is anticipated to increase the demand for electricity, natural gas, and transportation energy, as well as the need for energy infrastructure, such as new or expanded energy facilities.

Buildout of the Project, the related projects, and additional growth forecasted to occur in the City would increase electricity consumption during project construction and operation and, thus, cumulatively increase the need for energy supplies and infrastructure capacity, such as new or expanded energy facilities. LADWP forecasts that its total energy sales in the 2024-2025 fiscal year (the project buildout year) will be 23,286 gigawatt-hours (GWh) of electricity.[20] Based on the Project's estimated net new electrical consumption of 11.56

[20] LADWP, 2017 Power Integrated Resource Plan, Appendix A, Table A-1.

GWh/year, the project and related projects would account for approximately 0.005% of LADWP's projected sales for the Project's build-out year. Although future development would result in the irreversible use of renewable and non-renewable electricity resources during project construction and operation which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with growth expectations for LADWP's service area. Furthermore, like the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to electricity consumption would not be cumulatively considerable and, thus, would be less than significant.

Electricity infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by LADWP are ongoing. As described in LADWP's 2017 Power Integrated Resource Plan, LADWP would continue to expand delivery capacity as needed to meet demand increases within its service area at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. LADWP has indicated that the Power Integrated Resource Plan incorporates the estimated electricity requirement for the Project. The Power Integrated Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements. Development projects within the LADWP service area would also be anticipated to incorporate site-specific infrastructure improvements, as necessary. Each of the related projects would be reviewed by LADWP to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby contributing to the electrical infrastructure in the Project Site. As such, the Project's contribution to cumulative impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

Culver City

Electrical infrastructure and facilities are typically expanded in response to increasing demand, and system expansion and improvements by SCE are ongoing. As described in SCE 2020 Power Integrated Resource Plan, SCE would continue to expand delivery capacity as needed to meet demand increases within its service area with SCE's environmental priorities and reliability standards. The Power Integrated Resource Plan takes into account future energy demand, advances in renewable energy resources and technology, energy efficiency, conservation, and forecast changes in regulatory requirements.[21]

Each of the related projects would be reviewed by SCE to identify necessary power facilities and service connections to meet the needs of their respective projects. Project applicants would be required to provide for the needs of their individual projects, thereby

[21] Integrated Resource Plan, Southern California Edison, September 2020.

contributing to the electrical infrastructure in the Project area. As such, the Project's contribution to cumulative impacts with respect to electricity infrastructure would not be cumulatively considerable and, thus, would be less than significant.

6.3.4 ENERGY - GAS

Buildout of the Project and in SoCal Gas' service area is expected to increase natural gas consumption during project construction and operation and, thus, cumulatively increase the need for natural gas supplies and infrastructure capacity. Based on the 2018 California Gas Report, the California Energy Commission estimates natural gas capacity within SoCal Gas' planning area will be approximately 3,775 million cubic feet/day in 2024, of which approximately 1,178 million cubic feet/day is currently unallocated. The Project would account for approximately 6,727,638 kBTU/yr of gas consumption; or significantly less than 0.01 percent of the 2024 forecasted consumption in SoCalGas's planning area. SoCalGas' forecasts consider projected population growth and development based on local and regional plans. Although future development projects would result in the irreversible use of natural gas resources which could limit future availability, the use of such resources would be on a relatively small scale and would be consistent with regional and local growth expectations for SoCalGas' service area. Furthermore, like the Project, during project construction and operation other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and State energy standards under Title 24, and incorporate mitigation measures, as necessary. Accordingly, the Project's contribution to cumulative impacts related to natural gas consumption would not be cumulatively considerable and, thus, would be less than significant.

Natural gas infrastructure is typically expanded in response to increasing demand, and system expansion and improvements by SoCalGas occur as needed. It is expected that SoCalGas would continue to expand delivery capacity, if necessary, to meet demand increases within its service area. Development projects within its service area would also be anticipated to incorporate site-specific infrastructure improvements, as appropriate. As such, cumulative impacts with respect to natural gas infrastructure would not be cumulatively considerable and, thus, would be less than significant.

7. LEVEL OF SIGNIFICANCE

Based on the analysis contained in this report no significant impacts have been identified for water, wastewater or energy for the Project.

EXHIBITS

EXHIBIT 1

Culver City Fire Department Fire Flow Availability

FIRE DEPARTMENT

Culver CITY

(310) 253-5925

FAX (310) 253-5901

CHRIS SELLERS
Fire Chief

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

MICHAEL BOWDEN
Fire Marshal

FIRE PREVENTION BUREAU

INFORMATION ON FIRE FLOW AVAILABILITY FOR BUILDING PERMIT SINGLE AND TWO FAMILY DWELLINGS (R-3) AND BUSINESS OCCUPANCIES UNDER 2500 SQUARE FEET

PART II
PROJECT INFORMATION
(To Be Completed by Applicant)

BUILDING ADDRESS 8825 NATIONAL BLVD, CULVER CITY, CA 90232	
CITY OR AREA Culver City	
NEAREST CROSS STREET Washington Blvd	DISTANCE TO NEAREST CROSS STREET 170 ft
PROPERTY OWNER Culver Crossings Properties LLC.	TELEPHONE 310-363-4715
ADDRESS 2221 Rosecrans Ave. Ste 200, El Segundo CA 90245	
OCCUPANCY (USE OF BLDG) Mixed Use	
TYPE of CONSTRUCTION Type - 1B	
SQUARE FOOTAGE 38,710 SF	NUMBER of STORIES 4
PRESENT ZONING Industrial General	
APPLICANT (Please Print) Manuel Sanchez	DATE 11/9/2021
SIGNATURE of APPLICANT	

SINGLE FAMILY DWELLING: See Page 2

BUSINESS OCCUPANCIES UNDER 2500 SQUARE FEET:
Regardless of Fire Flow, Occupancies (Small Businesses) under 2500 square feet require Fire Department approval. Plans to be submitted to the Area Detail for Plan Check approval.
Contact 310-253-5925, Fax 310-253-5844

FIRE DEPARTMENT

Culver CITY

(310) 253-5925

FAX (310) 253-5901

CHRIS SELLERS
Fire Chief

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

MICHAEL BOWDEN
Fire Marshal

FIRE PREVENTION BUREAU

Part III

INFORMATION ON FIRE FLOW AVAILABILITY

(To be Completed by Water Purveyor)

THE FIRE HYDRANT NEAREST THE PROPOSED STRUCTURE IN WITHIN 75 FEET VIA VEHICULAR ACCESS. THE FIRE FLOW SERVICE WILL BE RENDERED FROM A 8 INCH DIAMETER WATER MAIN

MAIN LOCATED ON: National Blvd.

CITY OR AREA: Culver City

(# FEET)	(DIRECTION)	OF (NEAREST CROSS STREET)
210	East	Venice Blvd.

UNDER NORMAL OPERATING CONDITIONS THE FIRE FLOW AVAILABLE FROM THIS 8 inch HYDRANT IS 2870 GPM AT 20 PSI RESIDUAL FOR 2 HOURS AT 64 PSI STATIC

WATER PURVEYOR	DATE	
Golden State Water Company	11/30/2021	
SIGNATURE	TITLE	TELEPHONE #
	Operations Engineer	562-907-9200 310-413-0420

Part III

CONDITIONS FOR APPROVAL BY BUILDING AND SAFETY DIVISION

(To be Completed by Building Department)

THE FIRE FLOW MAY BE APPROVED FOR SINGLE AND TWO-FAMILY DWELLINGS WHEN THE ABOVE INFORMATION IS COMPLETE AND SHOWS THAT THE FOLLOWING MINIMUM REQUIREMENTS ARE MET AND THE PROPERTY IS NOT IN FIRE ZONE 4.

THE WATER SYSTEM IS CAPABLE OF DELIVERING AT LEAST 750 GPM AT 20 PSI FOR TWO HOURS. THE DISTANCE FROM THE STRUCTURE TO THE FIRE HYDRANT DOES NOT EXCEED 450 FEET VIA VEHICULAR ACCESS.

APPROVED BY	DATE
OFFICE	

THIS APPROVAL IS VALID FOR SIX (6) MONTHS

Where the Water Service does not meet the requirements of the Building and Safety Division, Fire Department approval of plot plan will be required before a Building Permit can be issued by the Building Department and all approvals by the Fire Department will be issued by the Fire Prevention Division only.

Test Date and Time: 11/24/21 9:25 am

Hydrant Number: 573

Project Address: 8825 National Blvd.

FIRE DEPARTMENT

(310) 253-5925

Culver CITY

FAX (310) 253-5901

CHRIS SELLERS
Fire Chief

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

MICHAEL BOWDEN
Fire Marshal

FIRE PREVENTION BUREAU

INFORMATION ON FIRE FLOW AVAILABILITY FOR BUILDING PERMIT SINGLE AND TWO FAMILY DWELLINGS (R-3) AND BUSINESS OCCUPANCIES UNDER 2500 SQUARE FEET

PART I
PROJECT INFORMATION
(To Be Completed by Applicant)

BUILDING ADDRESS 8833 National Blvd	
CITY OR AREA Culver City	
NEAREST CROSS STREET Washington Blvd	DISTANCE TO NEAREST CROSS STREET 200-ft
PROPERTY OWNER Culver Crossings Properties, LLC	TELEPHONE 310-363-4715
ADDRESS 2221 Rosecrans Ave, Ste 200, El Segundo, Ca 90245	
OCCUPANCY (USE OF BLDG) Mixed Use	
TYPE of CONSTRUCTION Type - 1B	
SQUARE FOOTAGE 38,710 SF	NUMBER of STORIES 4
PRESENT ZONING Industrial General	
APPLICANT (Please Print) Octavio Trujillo, KPFF	DATE June 1, 2022
SIGNATURE of APPLICANT	

SINGLE FAMILY DWELLING: See Page 2

BUSINESS OCCUPANCIES UNDER 2500 SQUARE FEET:
Regardless of Fire Flow-2, Occupancies (Small Businesses) under 2500 square feet require Fire Department approval. Plans to be submitted to the Area Detail for Plan Check approval.
Contact 310-253-5925, Fax 310-253-5824

FIRE DEPARTMENT

(310) 253-5925

Culver CITY

FAX (310) 253-5901

CHRIS SELLERS
Fire Chief

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

MICHAEL BOWDEN
Fire Marshal

FIRE PREVENTION BUREAU

Part II

INFORMATION ON FIRE FLOW AVAILABILITY
(To be Completed by Water Purveyor)

THE FIRE HYDRANT NEAREST THE PROPOSED STRUCTURE IN WITHIN 145 FEET VIA VEHICULAR ACCESS. THE FIRE FLOW SERVICE WILL BE RENDERED FROM A 8 INCH DIAMETER WATER MAIN

MAIN LOCATED ON: National Blvd.

CITY OR AREA: Culver City

(# FEET)	(DIRECTION)	OF (NEAREST CROSS STREET)
155 Feet	Northwest	Washington Blvd.

UNDER NORMAL OPERATING CONDITIONS THE FIRE FLOW AVAILABLE FROM THIS 6 inch HYDRANT IS 3958 GPM AT 20 PSI RESIDUAL FOR 2 HOURS AT 62 PSI STATIC

WATER PURVEYOR	DATE	
Golden State Water Company, A Subsidiary of American States Water Company	06/01/22	
SIGNATURE	TITLE	TELEPHONE #
Ronald T. Burke	Operations Engineer	562-907-9200 310-413-0420

Part III

CONDITIONS FOR APPROVAL BY BUILDING AND SAFETY DIVISION
(To be Completed by Building Department)

THE FIRE FLOW MAY BE APPROVED FOR SINGLE AND TWO-FAMILY DWELLINGS WHEN THE ABOVE INFORMATION IS COMPLETE AND SHOWS THAT THE FOLLOWING MINIMUM REQUIREMENTS ARE MET AND THE PROPERTY IS NOT IN FIRE ZONE 4.

THE WATER SYSTEM IS CAPABLE OF DELIVERING AT LEAST 750 GPM AT 20 PSI FOR TWO HOURS. THE DISTANCE FROM THE STRUCTURE TO THE FIRE HYDRANT DOES NOT EXCEED 450 FEET VIA VEHICULAR ACCESS.

APPROVED BY	DATE
OFFICE	

THIS APPROVAL IS VALID FOR SIX (6) MONTHS

Where the Water Service does not meet the requirements of the Building and Safety Division, Fire Department approval of plot plan will be required before a Building Permi can be issued by the Building Department and all approvals by the Fire Department will be issued by the Fire Prevention Division only.

Test Date and Time: 11/24/21 9:45 am

Hydrant Number: NEW

Project Address: 8833 National Blvd.

EXHIBIT 2

LADWP "Service Advisory Report" (SAR) Results and Water Will Serve Letter

City of Los Angeles

Los Angeles Department of Water and Power - Water System

SAR NUMBER **95113**

Fire Service Pressure Flow Report

SERVICE NUMBER **638119**

For: **8888 VENICE BLVD** Approved Date: **11-17-2021**

Proposed Service **6 INCH** off of the

8 inch main in **VENICE BLVD** on the **SOUTH** side approximately

300 feet **EAST** of **EAST** of **NATIONAL BLVD** The System maximum pressure is

81 psi based on street curb elevation of **108** feet above sea level at this location.

The distance from the DWP street main to the property line is **14** feet

System maximum pressure should be used only for determining class of piping and fittings.

Residual Flow/Pressure Table for water system street main at this location

Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)	Flow (gpm)	Press. (psi)
0	61	1170	43		
245	60	1205	42		
360	59	1240	41		
445	58	1275	40		
520	57	1305	39		
585	56	1340	38		
650	55	1370	37		
705	54	1400	36		
755	53				
805	52				
855	51				
900	50				
940	49				
985	48				
1025	47				
1065	46				
1100	45				
1135	44				

These values are subject to change due to changes in system facilities or demands.

Meter Assembly Capacities

Domestic Meters	
1 inch =	56 gpm
1-1/2 inch =	96 gpm
2 inch =	160 gpm
3 inch =	220 gpm
4 inch =	400 gpm
6 inch =	700 gpm
8 inch =	1500 gpm
10 inch =	2500 gpm

Fire Service	
2 inch =	250 gpm
4 inch =	600 gpm
6 inch =	1400 gpm
8 inch =	2500 gpm
10 inch =	5000 gpm

FM Services	
8 inch =	2500 gpm
10 inch =	5000 gpm

Notes: With 400 gpm simultaneous flow from 4" domestic service

This information will be sent to the Department of Building and Safety for plan checking.

This SAR is valid for one year from 11-17-21. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section **WESTERN (213) 367-1225**

ELIA SUN	**ELIA SUN**	**122-168**
Prepared by	**Approved by**	**Water Service Map**

EXHIBIT 3

City of Los Angeles SCAR Results and Will-Serve Letter

City of Los Angeles
Bureau of Engineering

Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation
The following request is submitted to you on behalf of the applicant requesting to connect to the public sewer system. Please verify that the capacity exists at the requested location for the proposed developments shown below. The results are good for 180 days from the date the sewer capacity approval from the Bureau of Sanitation. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **If not listed in the tables below, sewer ejector use is prohibited.**

Job Address:	**8829 WEST NATIONAL BLVD**	Sanitation Scar ID:	**68-5948-0222**
Date Submitted	02/16/2022	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	Octavio Trujillo		
Address:	700 S FLOWER STREET, SUITE 2100	City :	LOS ANGELES
State:	CA	Zip:	90034
Phone:	213-418-0201	Fax:	
Email:	octavio.trujillo@kpff.com	BPA No.	
S-Map:	535	Wye Map:	4995-3

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	Venice Blvd	51813151	51813137	8	39.00	77,395 GPD
2	Venice Blvd	51813137	51813138	8	61.00	121,055 GPD

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	OFFICE BUILDING W/COOLING TOWER	170	KGSF	363,000	61,710
2	AUTO PARKING	20	KGSF	357,000	7,140
3	SEWER EJECTOR		GPD	86,400	86,400
4	SEWER EJECTOR		GPD	43,200	43,200
				Proposed Total Flow (gpd):	**198,450**

Remarks: 1): Approved for the maximum allowable capacity of 198,450 GPD (137.81 gpm). 2): Discharge as indicated in flow %s. 3): IWMD Permit required.

Note: Results are good for 180 days from the date of approval by the Bureau of Sanitation

Date Processed: 03/16/2022 Expires On: 09/12/2022

Processed by: Albert Lew
Bureau of Sanitation
Phone: 323-342-6207
Sanitation Status: Approved
Reviewed by: Sunbula Azieh
on 03/16/2022

Submitted by: Jeanie Lam
Bureau of Engineering
Central District
Phone: 213-482-7055

Scar Request Number: 4480

Fees Collected	Yes	SCAR FEE (W:37 / QC:706)	$2,282.50
Date Collected	02/22/2022	SCAR Status:	**Completed**

Scar Request Number: 4480

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

Scar Request Number: 4480

CITY OF LOS ANGELES

CALIFORNIA

ERIC GARCETTI
MAYOR

DEPARTMENT OF PUBLIC WORKS

BUREAU OF ENGINEERING

GARY LEE MOORE, PE, ENV SP
CITY ENGINEER

1149 S BROADWAY, SUITE 700
LOS ANGELES, CA 90015-2213

http://eng.lacity.org

03/16/2022

OCTAVIO TRUJILLO
700 S FLOWER STREET, SUITE 2100
LOS ANGELES, CA, 90034

Dear Octavio Trujillo,

SEWER AVAILABILITY: 8829 WEST NATIONAL BLVD

The Bureau of Sanitation has reviewed your request of 02/16/2022 for sewer availability at **8829 WEST NATIONAL BLVD**. Based on their analysis, it has been determined on 03/16/2022 that there is capacity available to handle the anticipated discharge from your proposed project(s) as indicated in the attached copy of the Sewer Capacity Availability Request (SCAR) .

This determination is valid for 180 days from the date shown on the Sewer Capacity Availability request (SCAR) approved by the Bureau of Sanitation.

While there is hydraulic capacity available in the local sewer system at this time, availability of sewer treatment capacity will be determined at the Bureau of Engineering Public Counter upon presentation of this letter. A Sewer Connection Permit may also be obtained at the same counter provided treatment capacity is available at the time of application.

A Sewerage Facilities Charge is due on all new buildings constructed within the City. The amount of this charge will be determined when application is made for your building permit and the Bureau of Engineering has the opportunity to review the building plans. To facilitate this determination a preliminary set of plans should be submitted to Bureau of Engineering District Office, Public Counter.

Provision for a clean out structure and/or a sewer trap satisfactory to the Department of Building and Safety may be required as part of the sewer connection permit.

Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480. **If not listed in the tables below, sewer ejector use is prohibited.**

Sincerely,

Jeanie Lam

Central District, Bureau of Engineering

City of Los Angeles
Bureau of Engineering

SEWER CAPACITY AVAILABILITY REVIEW FEE (SCARF) - Frequently Asked Questions

SCAR stands for Sewer Capacity Availability Review that is performed by the Department of Public Works, Bureau of Sanitation. This review evaluates the existing sewer system to determine if there is adequate capacity to safely convey sewage from proposed development projects, proposed construction projects, proposed groundwater dewatering projects and proposed increases of sewage from existing facilities. The SCAR Fee (SCARF) recovers the cost, incurred by the City, in performing the review for any SCAR request that is expected to generate 10,000 gallons per day (gpd) of sewage.

The SCARF is based on the effort required to perform data collection and engineering analysis in completing a SCAR. A brief summary of that effort includes, but is not limited to, the following:

1. Research and trace sewer flow levels upstream and downstream of the point of connection.
2. Conduct field surveys to observe and record flow levels. Coordinate with maintenance staff to inspect sewer maintenance holes and conduct smoke and dye testing if necessary.
3. Review recent gauging data and in some cases closed circuit TV inspection (CCTV) videos.
4. Perform gauging and CCTV inspection if recent data is not available.
5. Research the project location area for other recently approved SCARs to evaluate the cumulated impact of all known SCARs on the sewer system.
6. Calculate the impact of the proposed additional sewage discharge on the existing sewer system as it will be impacted from the approved SCARs from Item 6 above. This includes tracing the cumulative impacts of all known SCARs, along with the subject SCAR, downstream to insure sufficient capacity exist throughout the system.
7. Correspond with the applicant for additional information and project and clarification as necessary.
8. Work with the applicant to find alternative sewer connection points and solutions if sufficient capacity does not exist at the desired point of connection.

Questions and Answers:

1. **When is the SCARF applied, or charged?**
   It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.
2. **Why is the SCARF being charged now when it has not been in the past?**
   The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.
3. **Where does the SCARF get paid?**
   The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions

EXHIBIT 4

Electric Power Will-Serve Letters

April 8, 2022

Mr. Octavio Trujillo
KPFF
700 S Flower St, Suite 2100
Los Angeles, CA 90018

Dear Mr. Trujillo:

Subject: Will Serve
8888 Venice Blvd - Commercial Building

This is in response to your letter dated on March 29, 2022 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Department of Water and Power Rules and Regulations. The estimated power requirement for this proposed project is part of the total load growth forecast for the City and has been taken into account in the planned growth of the power system.

If you have any questions regarding this matter, please call Mr. Victor Perez, at (213) 367-6231.

Sincerely,

Marco Maldonado/AV

Marco Maldonado
District Engineer, Metro West Service Planning

c: Victor Perez

Will Serve Letter Only

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL Company

DATE: 06/06/22

COMPANY: TRAMMELL CROW COMPANY

SUBJECT: 8833 NATIONAL BLVD, CULVER CITY, CA 90232

Your project is located in Southern California Edison (SCE) service territory. SCE will serve the above subject project's electrical requirements per the California Public Utilities Commission and Federal Energy Regulatory Commission tariffs.

SCE may need to conduct utility studies, where applicable, to assess whether additions or modifications to the existing electric infrastructure are required to serve this project. Where applicable, SCE has attached Appendix (B) which not only describes the study, and permitting, but includes a Project Information Sheet that will need to be completed by you and submitted to SCE if your project is at a point where SCE has to determine the required electrical utility work. This Will-Serve letter does not imply that either: (i) these studies have been completed, or (ii) that any required California Environmental Quality Act (CEQA) analysis of project-related electric utility impacts has been conducted.

I am the SCE Design Representative currently assigned to this project. SCE or Applicant will design and construct all required electrical infrastructure to serve this project provided you enter into the applicable contractual agreements with SCE identify scope of electrical utility work required, and supply the following information:

- Site plans as required
- Required contracts and agreements (fully executed)
- Applicable fees
- Local permits
- Required easement documents

Your project will be scheduled for construction once SCE has all the necessary information for your project and you have submitted or agreed to the applicable requirements as stated above, and paid any necessary fees.

If your project will not require SCE services, please notify us so that we can update our records.

SCE appreciates your business. If you have any questions, please feel free to call me at (310) 961-0412

Sincerely,

MVDILA RANGULUNGU

SCE Design Representative

Enclosure: Appendix B, where applicable

EXHIBIT 5

SoCal Gas Approved Will-Serve Letter

701 N. Bullis Rd.
Compton, CA 90224-9099

May 2, 2022

Kpff
700 South Flower Street, Suite 2100
Los Angeles, CA 90017
Attn: Octavio Trujillo

Subject: Will Serve - 8888 Venice Blvd

`

Thank you for inquiring about the availability of natural gas service for your project. We are pleased to inform you that Southern California Gas Company (SoCalGas) has facilities in the area where the above named project is being proposed. The service would be in accordance with SoCalGas' policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual arrangements are made.

This letter should not be considered a contractual commitment to serve the proposed project, and is only provided for informational purposes only. The availability of natural gas service is based upon natural gas supply conditions and is subject to changes in law or regulation. As a public utility, SoCalGas is under the jurisdiction of the Commission and certain federal regulatory agencies, and gas service will be provided in accordance with the rules and regulations in effect at the time service is provided. Natural gas service is also subject to environmental regulations, which could affect the construction of a main or service line extension (for example, if hazardous wastes were encountered in the process of installing the line). Applicable regulations will be determined once a contract with SoCalGas is executed.

If you need assistance choosing the appropriate gas equipment for your project, or would like to discuss the most effective applications of energy efficiency techniques, please contact our area Service Center at 800-427-2200.

Thank you again for choosing clean, reliable, and safe natural gas, your best energy value.

Sincerely,

J.Sum

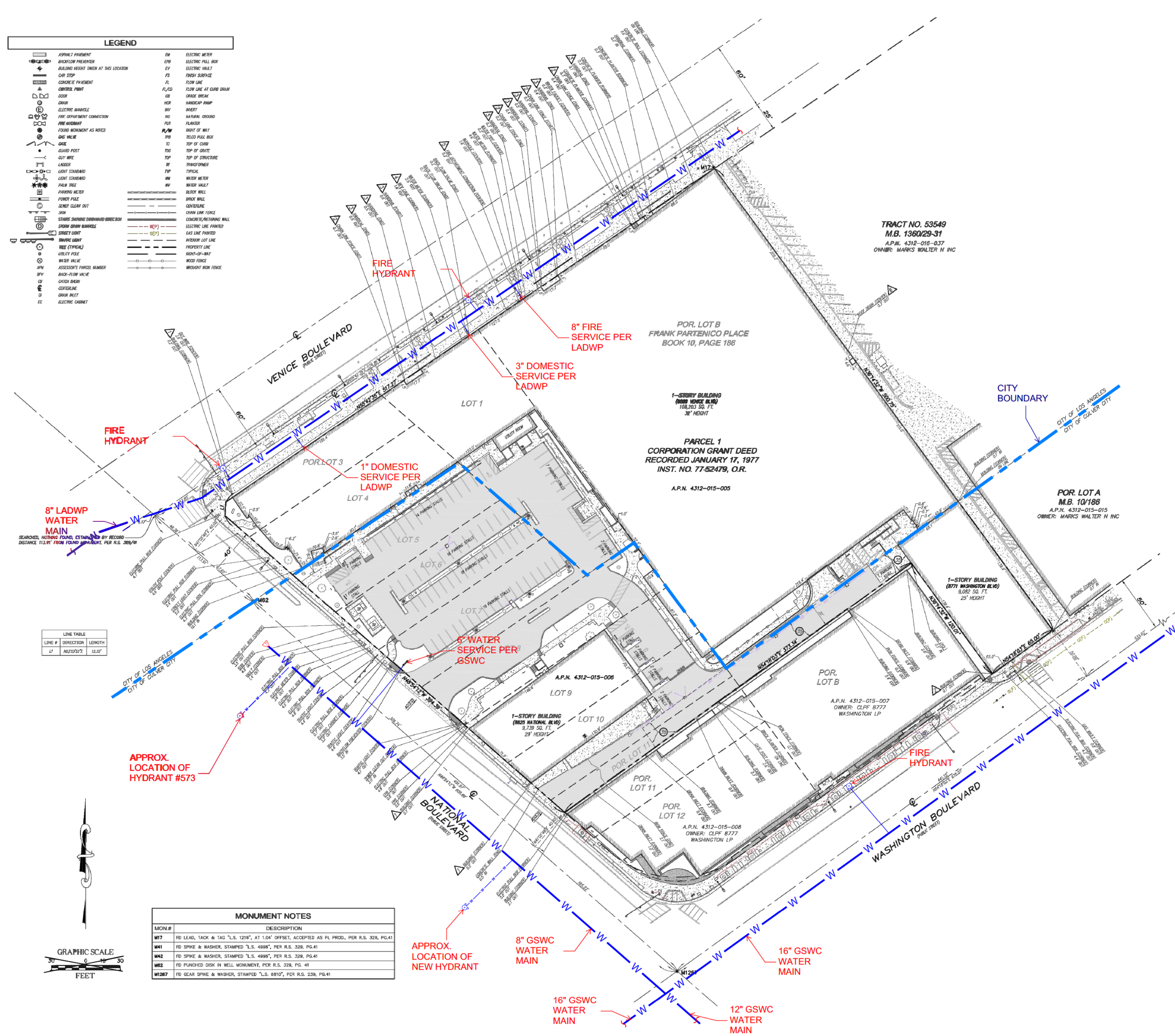
Jason Sum
Planning Associate
SoCalGas - Compton HQ

EXHIBIT 6

Water Infrastructure Exhibit

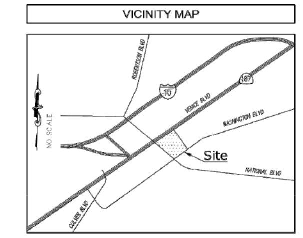
A.L.T.A./N.S.P.S. LAND TITLE SURVEY

8888 VENICE BLVD., LOS ANGELES, CA 90034 & 8825 NATIONAL BLVD., CULVER CITY, CA 90232



MON.#	DESCRIPTION
M17	FD LEAD, TACK & TAG "L.S. 1216", AT 1.04' OFFSET, ACCEPTED AS PL PROD., PER R.S. 329, PG.41
M41	FD SPIKE & WASHER, STAMPED "L.S. 4996", PER R.S. 329, PG.41
M42	FD SPIKE & WASHER, STAMPED "L.S. 4996", PER R.S. 329, PG.41
M62	FD PUNCHED DISK IN WELL MONUMENT, PER R.S. 329, PG. 41
M1267	FD GEAR SPIKE & WASHER, STAMPED "L.S. 6810", PER R.S. 239, PG.41

VICINITY MAP



POSSIBLE ENCROACHMENT NOTES

LEGAL DESCRIPTION

ITEMS CORRESPONDING TO TABLE A ITEMS

SCHEDULE B ITEMS

SURVEYOR'S NOTES

SURVEYOR'S CERTIFICATE

TO CULVER CROSSINGS PROPERTIES LLC,A DELAWARE LIMITED LIABILITY COMPANY, CHICAGO TITLE INSURANCE COMPANY :

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 13, 14, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 17, 2021.

DATE OF PLAT OR MAP: OCTOBER 8, 2021

REVISIONS

NO.	DATE	REVISIONS	BY
0	09/03/21	SUBMITTAL	JG
1	09/23/21	COMMENTS	RG
2	09/30/21	COMMENTS	RG

UTILITY STATEMENT

BURIED UTILITIES AND/OR PIPELINES SHOWN HEREON ARE PER VISIBLE AND APPARENT SURFACE EVIDENCE, RECORD DRAWINGS OF THE CONSTRUCTED UTILITY LINES OBTAINED FROM RELIABLE AND RESPONSIBLE SOURCES NOT CONNECTED WITH CALVADA SURVEYING, INC. OR MARKINGS PROVIDED BY AN INDEPENDENT LOCATING CONTRACTOR. NO GUARANTEE OR WARRANTY, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF SUCH INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES OR PIPE LINES ARE REQUIRED, THE UTILITY OR PIPELINE WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. CALVADA SURVEYING, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE HELD LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES OR PIPELINES.

Underground Service Alert
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

PREPARED FOR

KIMLEY-HORN
1100 W. TOWN AND COUNTRY RD., SUITE 700
ORANGE, CA 92868
PHONE: (714) 705-1347

BASIS OF BEARINGS

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTERLINE OF WASHINGTON BOULEVARD, BEING N54°18'03"E PER RECORD OF SURVEY FILED IN BOOK 329, PAGE 41 OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY.

BENCHMARK

ELEVATIONS SHOWN HEREON ARE BASED UPON CITY OF LOS ANGELES BENCHMARK 13-02652, ELEVATION 104.00 FEET (NGVD 29).

DESCRIPTION:
SPK 3.7FT N/D CURB VENICE BL. 13.5FT W/D BC CURB RETURN W OF IVY ST. NW COR CB.

SITE INFORMATION

SITE ADDRESS:	8888 VENICE BLVD., LOS ANGELES, CA 90034
ASSESSOR'S PARCEL NO.:	4312-015-005
PROPERTY AREA:	123,341 SQ. FT. OR 2.832 ACRES
GROUND AREA OF BUILDINGS:	109,203 SQ. FT.
PARKING COUNT:	15 TOTAL (12 REGULAR AND 3 HANDICAP)
ZONING:	"C2" (COMMERCIAL)
SITE ADDRESS:	8825 NATIONAL BLVD., CULVER CITY, CA 90232
ASSESSOR'S PARCEL NO.:	4312-015-006
PROPERTY AREA:	71,014 SQ. FT. OR 1.630 ACRES
GROUND AREA OF BUILDINGS:	18,821 SQ. FT.
PARKING COUNT:	78 TOTAL (75 REGULAR AND 3 HANDICAP)
ZONING:	"IG" (INDUSTRIAL GENERAL)

SURVEYOR OF RECORD

FIELD COMPLETION DATE: AUGUST 17, 2021

LICENSED LAND SURVEYOR Armando D. DuPont L.S. 7780 Date Signed: 10/08/2021 STATE OF CALIFORNIA

Armando D. DuPont
Registration No. 7780

CALVADA SURVEYING, INC.
411 Jenks Cir., Suite 205, Corona, CA 92880
Phone: 951-280-9960 Fax: 951-280-9746
Toll Free: 800-CALVADA www.calvada.com
EST. 1989 JOB NO. 21578

SHEET 1 OF 3

FOR REFERENCE ONLY

kpff
700 South Flower Street
Suite 2100
Los Angeles, CA 90017
O: 213.418.0201
F: 213.266.5294
www.kpff.com

Project
CROSSINGS CAMPUS
8825 NATIONAL BLVD.
8833 NATIONAL BLVD.
8771 WASHINGTON BLVD.,
CULVER CITY, CA, 90232

Prepared For
CULVER CROSSINGS PROPERTIES LLC
2221 Rosecrans Ave. Ste 200 El Segundo CA 90245

Hellmuth, Obata & Kassabaum, Inc.
9530 Jefferson Boulevard
Culver City, CA 90232 USA
t +1 310 838 9555 f +1 310 838 9586

In Association with

kpff
CIVIL ENGINEER
700 South Flower Street, Suite 2100, Los Angeles, Ca. 90017
T:(213) 418-0201

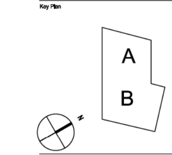
HOK
LANDSCAPE ARCHITECT
9530 Jefferson Boulevard, Culver City, CA. 90232
T:(310) 838-9555

Saiful Bouquet Structural Engineers
STRUCTURAL ENGINEER
155 N. Lake Ave., 8th Floor, Pasadena, Ca. 91101
T:(626) 304-2616 M:(626) 696-4907

HOK
INTERIOR ARCHITECT
9530 Jefferson Boulevard, Culver City, CA. 90232
T:(310) 838-9555

Interface Engineering, Inc.
MEP + FP
601 South Figueroa Street, Suite 2750, Los Angeles, CA. 90017
T:(213) 684-3408

Key Plan



Professional Seals

No.	Description	Date
1	50% SD	11-24-2021
2	100% SD	01-14-2022

Project No: 21.04013.00

Sheet Title

EXISTING CONDITIONS - PHASE 1

Original is 48 x 36. Do not scale contents of this drawing.

Sheet Number

C-1.00

EXHIBIT 7

Sewer Area Study

700 South Flower Street, Suite 2100 Los Angeles, CA 90017 213.418.0201 kpff.com

MEMO

DATE: April 6, 2022

TO: City of Culver City

FROM: KPFF Consulting Engineers

RE: Crossings Campus – Sewer Area Study

1. Introduction

This memorandum is being prepared to analyze the capacity of the existing sewer infrastructure maintained by the City of Culver City (Culver City) that will be used to convey sewer flow being generated by a proposed project in Culver City. We understand this memorandum is associated with the Technical Report titled "Utility Infrastructure Technical Report: Water, Wastewater, and Energy" for Crossings Campus dated April 2022.

2. Project Description

Culver Crossings Properties, LLC proposes to develop an office project (Project) on an approximately one 1.63-acre (71,016 sf) parcel is located in Culver City (Culver City Parcel). The Project is bounded by the City of Los Angeles to the north and east, Washington Boulevard and private property to the south, National Boulevard to the west, and existing commercial uses to the east. The Project Site is located at 8825 National Boulevard and 8771 Washington in Culver City, California, 90232. The Project would construct two four- to five-story buildings that would provide a total of 536,000 sf of new office floor area. The proposed office building would be designed to accommodate creative office uses and could include associated production spaces for multimedia content creation and capture as well as amenities for building tenants including a cafeteria, coffee stations, employee shuttle service, and other ancillary uses typical of an integrated office complex development. The Project would also include pedestrian-facing landscaping at the ground floor on National Boulevard and a publicly-accessible, privately maintained open space along Washington Boulevard, as well as an internal courtyard for the use of employees and occasional private tenant events. It should be noted that a second building is proposed to occupy the parcels to the north and east of the Culver City Parcel within the City of Los Angeles. For the purposes of this memo, this portion within the City of Los Angeles will not be taken into consideration as any sewage generated there will not be collected into the Culver City maintained sewer infrastructure.

See Attachment A for a description of the parcel containing the proposed Project.

3. Waste Water Infrastructure Capacity

The capacity of the existing sewer infrastructure was determined by examining city sewer mainlines serving the existing property. There exists an 8" sewer line of unknown material that flows parallel to the Metro Expo Line to the southeast. This line is expected to be inactive as improvements along this line have been demolished to accommodate the Metro Expo Line to the west and an apartment and hotel development to the east. This line has a connection to a 10" Insituform-lined sewer line flowing east along Washington Blvd. Another 8" VCP line collects flow from parcels on National Blvd between Washington Blvd and Venice Blvd. This pipe flows south and combines into the 10" line flowing east on Washington Blvd. For the purposes of this memorandum, the 8" mainline on National Blvd and the 10" mainline on Washington Blvd will be analyzed to determine the capacity of the City's sewer system to accept flow from the Project.

See Attachment B for visual representation of the Project site, relevant sewer lines, and developments currently being collected by the sewer lines.

The 8" sewer on National Blvd is identified as the point of connection between the proposed Project and the existing sewer infrastructure. This stretch of sewer line is expected to currently receive flow from an apartment and hotel development to the south west of the sewer line as well as an existing building on the proposed project site that is to be demolished (Building 1).

The 10" sewer line on Washington Blvd is assumed to currently receive flow from the 8" line on National Blvd as well as developments on the north side of Washington Blvd (Buildings 2-5). The capacity of this 10" sewer line will be analyzed up to the manhole at the Washington Blvd and Helms Ave intersection. Between National Blvd and Helms Ave, this sewer line contains multiple manholes and pipe segments of varying slopes. Each of these pipe segments will be analyzed separately. Record drawings for this 10" sewer line do not show services towards the south and therefore, it is assumed that no lots to the south of Washington Blvd collect into this sewer line.

The Los Angeles County Sanitation District (LACSD) method uses empirically derived factors and specific land use type to estimate sewer generation based on square feet of building footprints. The LACSD method is appropriate when analyzing the existing conditions because the land uses are known. The area for commercial and office land use were approximated though measurements on Culver City provided GIS and the number of stories within an existing building. The LACSD Table 1. loadings table is included in the report in Attachment C.

The table below shows the expected sewage flow rate being generated by the developments feeding the existing sewer infrastructure.

Table 1. Existing Wastewater Generation						
Development		**Unit**	**Sewer Flow Rate (gpd)**	**Unit**	**Sewage Generation (gpd)**	**Sewage Generation (cfs)**
Apartment Bldg	205	Dwlg. Units	156	Dwlg. Unit	31,980	0.22
Hotel	148	Rooms	125	Room	18,500	0.13
Bldg 1	19,100	gsf	200	kgsf	3,820	0.03
Bldg 2	180,000	gsf	200	kgsf	36,000	0.25
Bldg 3	8,800	gsf	200	kgsf	1,760	0.01
Bldg 4	12,600	gsf	100	kgsf	1,260	0.01
Bldg 5	50,100	gsf	100	kgsf	5,010	0.03

The proposed Project is expected to generate additional sewage and as such will have an impact on the existing infrastructure. The table below shows the flow rate expected to be generated by the proposed Project.

Table 2. Proposed Wastewater Generation						
Demand Source		**Unit**	**Sewer Flow Rate (gpd)**	**Unit**	**Sewage Generation (gpd)**	**Sewage Generation (cfs)**
Office Space	167,000	gsf	200	kgsf	33,400	0.23
Open Storage	166,240	gsf	25	kgsf	4,156	0.03
Total Wastewater Generation					37,556	0.26
Net Wastewater Generation Increase					33,736	0.23

The table below shows the pipe capacity within each analyzed segment of the existing sewer infrastructure as well as the capacity accounting for the additional demand being generated by the Project. See Attachment D for a detailed report on each segment of sewer line. The developments shown as Buildings 1 and 3 are to be demolished as part of the proposed project and therefore will be removed from the proposed capacity calculations.

Table 3. Proposed Sewer Capacity								
Segment	Channel Slope (ft/ft)	Normal Depth (ft)	Diameter (ft)	Proposed Discharge (ft^3/s)	Existing Discharge (ft^3/s)	Percent Full (%)	Velocity (ft/s)	Discharge Full (ft^3/s)
SEGMENT A	0.005	0.35	0.67	0.61	0.38	52.5	3.26	1.13

SEGMENT B	0.0058	0.37	0.83	0.87	0.65	44.3	3.76	2.15
SEGMENT C	0.0062	0.37	0.83	0.9	0.68	44.3	3.89	2.22

4. Conclusion

Based on the waste water generation study presented herein, KPFF finds that the estimated waste water generation for post-development is calculated to be 37,556 gpd using LACSD Table 1 for waste water loading factors. This is approximately an increase of 0.058 cfs.

For sewer mains less than 15”, it is common practice to design the capacity at half flow. All segments of pipe in the proposed condition will comply with this criteria except for segment A, which is expected to flow at 52.5% capacity. This value is likely within an allowable tolerance for error, meaning that the existing infrastructure is sufficient to accept flow from the proposed development.

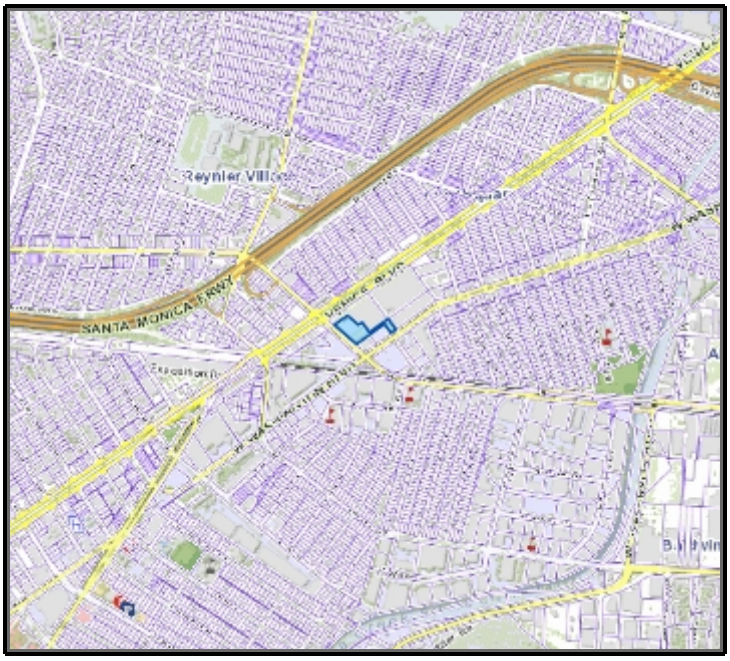
ATTACHMENT A

Parcel Profile Report

Report date: 12/6/2021 2:28:18 PM

APN: 4312-015-006

Address: 8825 NATIONAL BLVD CULVER CITY CA 90232



Address: 8825 NATIONAL BLVD

City: CULVER CITY CA

Owner:

Mailing Address:

Mailing City:

Lot Size Sq Ft: 72033

Lot Size Acres: 1.65

Legal Description:

*LAND DESC IN DOC 0052479, 77-1-17 PAR 1 *TR=1778*LOTS 5 THRU 10 AND POR OF LOT 11*TR=FRANK PARTENICO PL*THAT POR IN CULVER CITY*POR OF LOT B

Use Code: 3310

Use Description: Warehousing, Distribution, Storage

Tax Rate Area: 12463

Transfer Date:

Last Sale Date:

Last Sale Amount:

Building 1

Design Type: 3300

Bedrooms: 0

Quality Class Shape: C6B

Baths: 0

Year Built: 1954

Bldg Sq Ft: 14280

Units: 0

Effective Yr: 1954

APN: 4312-015-006

Address: 8825 NATIONAL BLVD CULVER CITY CA 90232

General

Census Tract 2010

TRACT: 702400

TOT_POP: 4541

City and Community

City Name: CULVER CITY

Type:

Community Name:

Jurisdiction: INCORPORATED CITY

Community Standards District

No Results Found

CSD Area Specific Boundary

No Results Found

DRP Field Office Service Area

No Results Found

DRP Service Area

Name: West Service Area

Equestrian District

No Results Found

Historic Resources

No Results Found

Leased Parcel (Marina del Rey)

No Results Found

LUP Community/Area Plan

No Results Found

LUP General Plan

No Results Found

Rural Outdoor Lighting District (Dark Skies)

No Results Found

Significant Ecological Area (SEA)

No Results Found

Significant Ridgeline

No Results Found

Supervisorial District

Name: 2ND SUP. DISTRICT

Supervisor Name: 2ND DISTRICT: HOLLY MITCHELL

District: 2

Transit Oriented District

No Results Found

Watershed

Name: BALLONA CREEK

Zoned District

No Results Found

Zoning (Boundary)

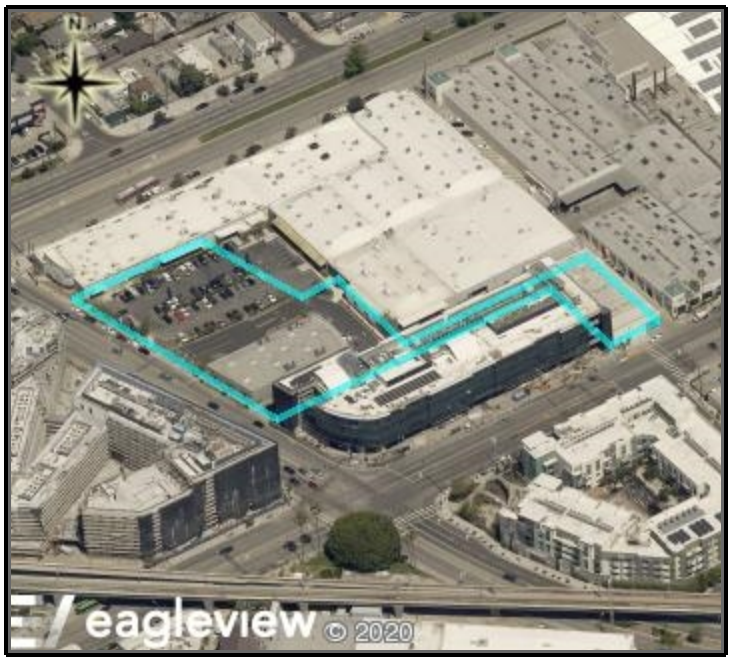
No Results Found

Zoning Map Grid

No Results Found

APN: 4312-015-006

Address: 8825 NATIONAL BLVD CULVER CITY CA 90232



View Looking North

View Looking South

View Looking West

View Looking East

NOTE: The information and materials contained herein are provided as a public service to provide planning and zoning information for the unincorporated areas of Los Angeles County. Parcel information shown on this page is from the Assessor's Office. The County has made every reasonable effort to ensure the accuracy of the information and materials contained within.

ATTACHMENT B

Culver City Sewer Infrastructure Mgmt System

THE CITY OF
CULVER CITY

INFORMATION TECHNOLOGY
GEOGRAPHIC INFORMATION SYSTEMS

9770 CULVER BLVD
CULVER CITY. CA 90232
TEL: 310-253-5976

DATE: 09/19/2016
SCALE: 3,985

MAP PROJECTION: CALIFORNIA STATE PLANE
ZONE: V (FIVE)
DATUM: NAD 1983
UNITS: FEET
ELLIPSOID: GRS 80

MAGNETIC DECLINATION: 13 DEGREES 6 MINUTES EAST
YEAR: JULY 10, 2006
ANNUAL CHANGE: 5 MINUTES WEST
AVERAGE ELEVATION: 57 FEET ABOVE SEA LEVEL
ELEVATION RANGE: 14 TO 419 FEET

DISCLAIMER

The City of Culver City makes no representation or warranties of any kind with respect to the accuracy of the information of claims furnished herein, as the data is a compilation of records and information obtained from various sources. The data displayed on this map is for representational purposes only. It is neither a legally recorded map nor a survey and is not intended to be used as such. No part of this map may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying and recording systems except as expressly permitted in writing by the City of Culver City, Information Technology Department, Geographic Information Systems.

Source: GIS

Map Created: 09/19/2016

ATTACHMENT C

TABLE 1

LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons Per Day)	COD (Pounds Per Day)	SUSPENDED SOLIDS (Pounds Per Day)
R E S I D E N T I A L				
Single Family Home	Parcel	260	1.22	0.59
Duplex	Parcel	312	1.46	0.70
Triplex	Parcel	468	2.19	1.05
Fourplex	Parcel	624	2.92	1.40
Condominiums	Parcel	195	0.92	0.44
Single Family Home (reduced rate)	Parcel	156	0.73	0.35
Five Units or More	No. of Dwlg. Units	156	0.73	0.35
Mobile Home Parks	No. of Spaces	156	0.73	0.35
C O M M E R C I A L				
Hotel/Motel/Rooming House	Room	125	0.54	0.28
Store	1000 ft^2	100	0.43	0.23
Supermarket	1000 ft^2	150	2.00	1.00
Shopping Center	1000 ft^2	325	3.00	1.17
Regional Mall	1000 ft^2	150	2.10	0.77
Office Building	1000 ft^2	200	0.86	0.45
Professional Building	1000 ft^2	300	1.29	0.68
Restaurant	1000 ft^2	1,000	16.68	5.00
Indoor Theatre	1000 ft^2	125	0.54	0.28
Car Wash				
Tunnel - No Recycling	1000 ft^2	3,700	15.86	8.33
Tunnel - Recycling	1000 ft^2	2,700	11.74	6.16
Wand	1000 ft^2	700	3.00	1.58
Financial Institution	1000 ft^2	100	0.43	0.23
Service Shop	1000 ft^2	100	0.43	0.23
Animal Kennels	1000 ft^2	100	0.43	0.23
Service Station	1000 ft^2	100	0.43	0.23
Auto Sales/Repair	1000 ft^2	100	0.43	0.23
Wholesale Outlet	1000 ft^2	100	0.43	0.23
Nursery/Greenhouse	1000 ft^2	25	0.11	0.06
Manufacturing	1000 ft^2	200	1.86	0.70
Dry Manufacturing	1000 ft^2	25	0.23	0.09
Lumber Yard	1000 ft^2	25	0.23	0.09
Warehousing	1000 ft^2	25	0.23	0.09
Open Storage	1000 ft^2	25	0.23	0.09
Drive-in Theatre	1000 ft^2	20	0.09	0.05

TABLE 1
(continued)
LOADINGS FOR EACH CLASS OF LAND USE

DESCRIPTION	UNIT OF MEASURE	FLOW (Gallons Per Day)	COD (Pounds Per Day)	SUSPENDED SOLIDS (Pounds Per Day)
C O M M E R C I A L				
Night Club	1000 ft^2	350	1.50	0.79
Bowling/Skating	1000 ft^2	150	1.76	0.55
Club	1000 ft^2	125	0.54	0.27
Auditorium, Amusement	1000 ft^2	350	1.50	0.79
Golf Course, Camp, and Park (Structures and Improvements	1000 ft^2	100	0.43	0.23
Recreational Vehicle Park	No. of Spaces	55	0.34	0.14
Convalescent Home	Bed	125	0.54	0.28
Laundry	1000 ft^2	3,825	16.40	8.61
Mortuary/Cemetery	1000 ft^2	100	1.33	0.67
Health Spa, Gymnasium				
With Showers	1000 ft^2	600	2.58	1.35
Without Showers	1000 ft^2	300	1.29	0.68
Convention Center, Fairground, Racetrack, Sports Stadium/Arena	Average Daily Attendance	10	0.04	0.02
I N S T I T U T I O N A L				
College/University	Student	20	0.09	0.05
Private School	1000 ft^2	200	0.86	0.45
Church	1000 ft^2	50	0.21	0.11

ATTACHMENT D

Worksheet for SEGMENT A - PROPOSED

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00500	ft/ft
Diameter	0.67	ft
Discharge	0.61	ft³/s

Results

Normal Depth	0.35	ft
Flow Area	0.19	ft²
Wetted Perimeter	1.09	ft
Hydraulic Radius	0.17	ft
Top Width	0.67	ft
Critical Depth	0.37	ft
Percent Full	52.5	%
Critical Slope	0.00435	ft/ft
Velocity	3.26	ft/s
Velocity Head	0.16	ft
Specific Energy	0.52	ft
Froude Number	1.09	
Maximum Discharge	1.21	ft³/s
Discharge Full	1.13	ft³/s
Slope Full	0.00147	ft/ft
Flow Type	SuperCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	52.45	%
Downstream Velocity	Infinity	ft/s

Worksheet for SEGMENT A - PROPOSED

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.35	ft
Critical Depth	0.37	ft
Channel Slope	0.00500	ft/ft
Critical Slope	0.00435	ft/ft

Worksheet for SEGMENT B - PROPOSED

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00580	ft/ft
Diameter	0.83	ft
Discharge	0.87	ft³/s

Results

Normal Depth	0.37	ft
Flow Area	0.23	ft²
Wetted Perimeter	1.21	ft
Hydraulic Radius	0.19	ft
Top Width	0.82	ft
Critical Depth	0.41	ft
Percent Full	44.3	%
Critical Slope	0.00386	ft/ft
Velocity	3.76	ft/s
Velocity Head	0.22	ft
Specific Energy	0.59	ft
Froude Number	1.25	
Maximum Discharge	2.31	ft³/s
Discharge Full	2.15	ft³/s
Slope Full	0.00095	ft/ft
Flow Type	SuperCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	44.29	%
Downstream Velocity	Infinity	ft/s

Worksheet for SEGMENT B - PROPOSED

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.37	ft
Critical Depth	0.41	ft
Channel Slope	0.00580	ft/ft
Critical Slope	0.00386	ft/ft

Worksheet for SEGMENT C - PROPOSED

Project Description

Friction Method	Manning Formula
Solve For	Normal Depth

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00620	ft/ft
Diameter	0.83	ft
Discharge	0.90	ft³/s

Results

Normal Depth	0.37	ft
Flow Area	0.23	ft²
Wetted Perimeter	1.21	ft
Hydraulic Radius	0.19	ft
Top Width	0.82	ft
Critical Depth	0.42	ft
Percent Full	44.3	%
Critical Slope	0.00389	ft/ft
Velocity	3.89	ft/s
Velocity Head	0.24	ft
Specific Energy	0.60	ft
Froude Number	1.29	
Maximum Discharge	2.39	ft³/s
Discharge Full	2.22	ft³/s
Slope Full	0.00102	ft/ft
Flow Type	SuperCritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	44.30	%
Downstream Velocity	Infinity	ft/s

Worksheet for SEGMENT C - PROPOSED

GVF Output Data

Upstream Velocity	Infinity	ft/s
Normal Depth	0.37	ft
Critical Depth	0.42	ft
Channel Slope	0.00620	ft/ft
Critical Slope	0.00389	ft/ft

EXHIBIT 8

CalEEMod Gas and Electric Demand Unit Rates

Crossings Campus - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
High Turnover (Sit Down Restaurant)	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Office Park	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352
Quality Restaurant	0.542464	0.063735	0.188241	0.126899	0.023249	0.006239	0.010717	0.008079	0.000923	0.000604	0.024795	0.000702	0.003352

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated													33.1203			
Electricity Unmitigated													33.1203			
NaturalGas Mitigated													25.0997			
NaturalGas Unmitigated													25.0997			

Crossings Campus - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0													0.0000			
High Turnover (Sit Down Restaurant)	230330													12.2913			
Office Park	9690													0.5171			
Quality Restaurant	230330													12.2913			
Total														**25.0997**			

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0													0.0000			
High Turnover (Sit Down Restaurant)	230330													12.2913			
Office Park	9690													0.5171			
Quality Restaurant	230330													12.2913			
Total														**25.0997**			

Crossings Campus - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	5440	1.7075			
High Turnover (Sit Down Restaurant)	43270	13.5815			
Office Park	13540	4.2499			
Quality Restaurant	43270	13.5815			
Total		**33.1203**			

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	5440	1.7075			
High Turnover (Sit Down Restaurant)	43270	13.5815			
Office Park	13540	4.2499			
Quality Restaurant	43270	13.5815			
Total		**33.1203**			

6.0 Area Detail

6.1 Mitigation Measures Area

EXHIBIT 9

Related Projects Sewer Generation			
Building Use	Water Use Factor (GPD/Unit)	Quantity	Total Wastewater Generation (GPD
Residential	150/DU	3,545	530,550
Single Family Residential	185/DU	8	1,480
Office	120/KSF[(a)]	1,906	252,749
Retail	25/KSF[(a)]	59	3,967
Restaurant	300/KSF[(a)]	106	31,938
Warehouse	30/KSF[(a)]	51	1,523
Manufacturing	50/KSF[(a)]	54	2,688
Assisted Living Facility	70/BED	110	7,700
School	11/STUD.	150	1,650
Theater	3/SEAT	200	600
College	16/STUD.	18,904	302,464
Media Studio	50/KSF[(a)]	84	4,224
Subtotal			1,141,532
Proposed Project			72,289
Total			1,213,821
[(a)] KSF= 1,000 gross square feet			

EXHIBIT 10

GSWC APPROVAL LETTER

Golden State
Water Company
A Subsidiary of American States Water Company

GOLDEN STATE WATER COMPANY CULVER CITY SERVICE AREA

Water Supply Assessment and Verification
Crossings Campus Building 1 Project

April 05, 2022

VERIFICATION

This Water Supply Assessment and Verification has been prepared by Golden State Water Company and its representatives as of the date set forth below. The undersigned hereby represents that he has the authority on behalf of Golden State Water Company to execute and make effective this Water Supply Assessment and Verification.

Digitally signed by Patrick Kubiak
Date: 2022.04.06 08:45:53 -07'00'

By: _____

Date

Patrick M. Kubiak
Vice President Asset Management
Golden State Water Company

EXHIBIT 11

City of Los Angeles Inter-Departmental Correspondence
LAFD & Department of City Planning

FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

March 7, 2022

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attn: Bob Babajian

FROM: Los Angeles Fire Department

SUBJECT: Notice of Completion

CASE NO.:	ENV-2021-9507-EIR
PROJECT NAME:	Crossings Campus Project
PROJECT APPLICANT:	Jacqueline De La Rocha
PROJECT ADDRESS:	8876-8888 Venice Blvd /8827-8829 National Blvd Los Angeles Ca 90232

PROJECT DESCRIPTION:
The Project Site is comprised of two properties: one 1.63 acre (71,016 sf) parcel is located in the City of Culver City (Culver City Parcel) while the second 2.83 acre (123,318 sf) parcel is located in the City of Los Angeles (Los Angeles Parcel) for a total Project Site size of 4.46-acres. As shown in Figure 1, Project Location – Aerial Photograph, the Project Site is bounded by Venice Boulevard to the north, Washington Boulevard to the south, National Boulevard to the west, and existing commercial uses to the east. The Project Site is located at 8825 National Boulevard and 8771 Washington in Culver City, California, 90232 (Culver City Parcel); and 8876, 8884, 8886 and 8888 Venice Boulevard and 8827 and 8829 National Boulevard in Los Angeles, California, 90232 (Los Angeles Parcel). The area surrounding the Project Site is developed primarily with a mix of commercial and residential uses. Land uses located adjacent to the Project Site include: a two-story office building to the north (across Venice Boulevard), the Helms Bakery single-story warehouse and retail building to the east, the 8777 Washington four-story office building and the Access Culver City five-story mixed use residential building to the south (across Washington Boulevard), and the six to seven-story Ivy Station mixed-use project consisting of office, residential, hotel, and retail uses to the west across National Boulevard.

The Culver City Parcel is currently developed with two warehouse buildings: (1) a 9,739-sf building that is currently used for storage; and (2) a 9,082-sf building that is currently vacant.

The two existing buildings total 18,821 sf of floor area. The balance of the Culver City Parcel consists of surface parking and vehicular access that supports the existing uses on the Project Site. Vehicular access to the Culver City Parcel is provided along National Boulevard. Pedestrian access to the Culver City Parcel is provided along National Boulevard and on Washington Boulevard at the southern edge of the Project Site.

The Los Angeles Parcel is currently improved with a single warehouse building that has been partitioned into six separate spaces consisting of an aggregate 51,500 sf of office and an aggregate 34,726 sf of retail for a total of 86,226 sf of floor area. In addition to the floor area, there are 70 spaces of enclosed vehicular parking. Vehicular access to the Los Angeles Parcel is provided via the Culver City Parcel from National Boulevard. Pedestrian access is provided along the western edge on National Boulevard and via the northern edge of the site along Venice Boulevard.

The Project would consist of two buildings, one on each of the two properties that comprise the Project Site. Building 1 (on the Culver City Parcel) involves demolition of existing surface parking and buildings totaling 18,821 sf and construction of a new 167,000-sf office building. Building 1 would be four stories, measuring up to 56 feet in height to the top of the roofline, with a three-level subterranean garage containing 477 vehicular parking spaces and 38 bicycle parking spaces. Building 2 (on the Los Angeles Parcel) involves demolition of the existing building totaling 86,226 sf and construction of a new 369,000-sf office building. Building 2 would be four to five stories, measuring 56 feet to 75 feet in height to the top of the roof, with a three-level subterranean garage containing 738 vehicular parking spaces and 124 bicycle parking spaces.

The Project would include office space suitable for approximately 2,400 occupants and could include associated production spaces for multimedia content creation and capture. Amenities for the building tenants would include an employee cafeteria, coffee stations, employee shuttle service, and other ancillary uses typical of an integrated office complex development. The total floor area for the Project at final build-out would be 536,000 sf, with a floor area ratio (FAR) of 2.76:1.

The following comments are furnished in response to your request for this Department to review the proposed development:

FIRE FLOW:

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the

required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at **6,000 to 9,000 G.P.M. from four to six fire hydrants flowing simultaneously.**

Improvements to the water system in this area may be required to provide 6,000-9,000 G.P.M . fire flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

RESPONSE DISTANCE:

Based on a required fire-flow of 6,000-9,000 G.P.M., the first-due Engine Company should be within

1 mile(s), the first-due Truck Company within 1 1/2 mile(s).

FIRE STATIONS:

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development: **8888 Venice Blvd.**

DISTANCE	**Fire Station No. 43** 3690 S Motor LA Ca 90034	**SERVICES & EQUIPMENT** Engine and Paramedic Rescue Ambulance	**STAFF**
1.7 Miles (Engine)			6
2.0 Miles	**Fire Station No. 58** 1556 s Robertson LA Ca 90035	Assessment Engine, 2 Paramedic Rescue Ambulances and BLS Rescue Ambulance	10

2.6 Miles	**Fire Station No. 68** 5023 W. Washington Boulevard Los Angeles, CA 90019	Engine and Paramedic Rescue Ambulance	7
3.3 Miles	**Fire Station No. 62** 11970 Venice Blvd. Los Angeles, CA 90066	Assessment Engine, Paramedic Rescue Ambulance	6
3.3 miles (Truck)	**Fire Station No. 92** 10556 W Pico LA CA 90064	Assessment Light Force, Paramedic Rescue Ambulance and BLS Rescue Ambulance	10

Based on these criteria (response distance from existing fire stations), fire protection would be considered **Inadequate.**

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

FIREFIGHTING PERSONNEL & APPARATUS ACCESS:
Submit plot plans for Fire Department approval and review

During demolition, the Fire Department access will remain clear and unobstructed.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

One or more Knox Boxes will be required to be installed for LAFD access to the project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

Fire Lane Requirements:

1) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
2) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
3) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
4) Submit plot plans indicating access road and turning area for Fire Department approval.
5) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
6) Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.
7) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
8) All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted “No Parking at Any Time” prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
9) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within a 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department’s review of the plot plan.

The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.

Bob Babajian
March 7, 2022
ENV-2021-9507-EIR

Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

Submit plot plans indicating access road and turning area for Fire Department approval.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

The inclusion of the above listed recommendations, along with any additional recommendations made during later reviews of the proposed project will reduce the impacts to an acceptable level.

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

The Los Angeles Fire Department continually evaluates fire station placement and overall Department services for the entire City, as well as specific areas. The development of this proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

1. Increased staffing for existing facilities. (I.E., Paramedic Rescue Ambulance and EMT Rescue Ambulance resources.)
2. Additional fire protection facilities.
3. Relocation of present fire protection facilities.

For additional information, please contact the Fire Development Services Section, Hydrants & Access Unit at **(213) 482-6543** or email **lafdhydrants@lacity.org** .

Very truly yours,

Kristin Crowley
Fire Marshal

KC:MC:mc

EXHIBIT 12

LADWP IFFAR Results

City of Los Angeles
Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: W 122-168

LAFD Fire Flow Requirement: 6,000-9000 gpm from 4-6 hydrants @ 20 psi

LAFD Signature:

Date Signed:

Applicant: Octavio Trujillo
Company Name: KPFF Consulting Engineers
Address: 700 S. Flower St., Suite 2100
Telephone: (213)310-8672
Email Address: octavio.trujillo@kpff.com

RECEIVED/WDE
MAY 19 2022

STELLA KIM
MAY 20 2022

	F- 42365	F- 36828	F- 42366
Location:	S/S Venice Bl 32' W/O National Bl	S/S Venice Bl, 22' E/O Nationa Bl	S/S Venice Bl, 289' E/O National
Distance from Neareast Pipe Location (feet):	16 ft	14'	14'
Hydrant Size:	2 1/2 X 4D	2 1/2 X 4D	2 1/2 X 4D
Water Main Size (in):	8	8	8
Hi Static Pressure (psi):	81 psi	81 psi	81 psi
Lo Residual Pressure (psi):	68 psi	67 psi	68 psi
Flow at 20 psi (gpm):	1300 gpm	900 gpm	700 gpm

NOTE: Data obtained from hydraulic analysis using peak hour.

ECMR No. W2022052004

Remarks:
Venice Blvd and National Blvd
4 fire hydrants flowing simultaneously is 3600 gpm

Water Purveyor: Los Angeles Department of Water & Power *Date:* May 27, 2022

Signature: Elia Sun *Title:* Civil Engineering Associate

Requests must be made by submitting this completed application, along with a $271.00 check payable to:
"Los Angeles Department of Water and Power", and mailed to:
Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hoe Street - Room 1425
Los Angeles, CA 90012

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**

City of Los Angeles
Los Angeles Department of Water and Power - Water System

INFORMATION OF FIRE FLOW AVAILABILITY

Water Service Map No.: W 122-168

LAFD Fire Flow Requirement: 6,000-9000 gpm from 4-6 hydrants @ 20 psi

LAFD Signature:

Date Signed:

Applicant: Octavio Trujillo
Company Name: KPFF Consulting Engineers
Address: 700 S. Flower St., Suite 2100
Telephone: (213)310-8672
Email Address: octavio.trujillo@kpff.com

	F- 36831	F-	F-
Location:	S/S Venice Bl, 605' E/O National		
Distance from Neareast Pipe Location (feet):	14'		
Hydrant Size:	2 1/2 X 4D		
Water Main Size (in):	8		
Hi Static Pressure (psi):	82 psi		
Lo Residual Pressure (psi):	68 psi		
Flow at 20 psi (gpm):	700 gpm		

RECEIVED/WDE
MAY 19 2022
STELLA KIM
MAY 20 2022

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. W2022052001

Venice Blvd and National Blvd
4 fire hydrants flowing simultaneously is 3600 gpm

Water Purveyor: Los Angeles Department of Water & Power

Date: May 27, 2022

Signtature:

Elia Sun

Title: Civil Engineering Associate

Requests must be made by submitting this completed application, along with a $271.00 check payable to:
"Los Angeles Department of Water and Power", and mailed to:
Los Angeles Department of Water and Power
Distribution Engineering Section - Water
Attn: Business Arrangements
111 North Hoe Street - Room 1425
Los Angeles, CA 90012

*** If you have any questions, please contact us at (213) 367-2WNB or visit our web site at http://www.ladwp.com.**