CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90017

Sustainable Communities Project Exemption

905 Beacon Avenue Project

Environmental Case Number: ENV-2021-7605-SCPE

Project Location: 905 Beacon Avenue, Los Angeles, CA 90015

Community Plan Area: Westlake Community Plan Area

Council District: 1 – Eunisses Hernandez

Project Description: The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of neighborhood-serving commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 111 1-bedrooms, and 14 2-bedrooms. The building would reach a maximum height of 93 feet. Vehicle parking would be provided in 1.5 above ground levels and two subterranean levels and would include 184 vehicle parking spaces. The Project would include a total of 111 bicycle parking (99 long-term spaces and 12 short-term spaces). The Project would include 15,051 square feet of open space, including unit balconies, fitness center, a dog run, pool and courtyard, and a sky deck. There are 13 non-protected trees on or near the Project Site, some or all of which could be removed as part of the Project, including 10 street trees. All removed trees would be replaced in accordance with the City's tree replacement requirements. In accordance with the City's landscaping requirements, the Project would require 37 trees. To allow for implementation of the Project, the Project Applicant is requesting the following entitlements: 1) Site Plan Review findings for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms, or combination thereof; 2) Permission to utilize Base Incentives and three Additional Incentives defined by the TOC Guidelines to construct a maximum of 145 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 3 level TOC incentives: a) Base Incentives, Section VI of the TOC Guidelines: i) Section VI.1.a.iv: permitting a 70 percent increase in the allowable density to 145 total units; ii)Sections VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the C2 Zone and 3 to 1 in the R4 Zone to an overall FAR of 4.1 to 1; iii) Section VI.2.a.ii: permitting the required vehicle parking for all residential units not to exceed 0.5 spaces per unit; and iv) Section VI.2.b (rounding of parking numbers), c (unbundling of parking), d (no vehicle parking reduction based on bicycle parking), and f (parking reduction consistency); b) Additional Incentives, Section VII of the TOC Guidelines: i) Section VII.1.a.ii.1: permitting a front yard reduction by averaging the front yards of adjoining buildings along the same street frontage; ii) Section VII.1.a.ii.2.c: permitting a 30 percent yard reduction of the western side yard and southern rear yard; and iii) Section VII.1.e: permitting the averaging of FAR, density, and open space for the site, and permitting vehicular access from a less restrictive zone to a more restrictive zone; and 3) Vesting Tentative Tract Map (Tract No. VTT-83227-CN). The Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition including street trees, excavation, shoring, grading, foundation, and building and tenant improvements.

PREPARED FOR:
City of Los Angeles
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August 2023

1 PROJECT DESCRIPTION

1.1 ENVIRONMENTAL SETTING

The 0.77-acre Project Site is located at 905-919 Beacon Avenue in the Westlake Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 5137-001-002, -003, and 034. The Project Site is bounded by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. Regional access to the Project Site area is provided via State Route 110 located approximately 0.5 miles to the east; and Interstate 10 located approximately 1.0 mile to the south. Local access to the Project Site is provided via Olympic Boulevard to the south, Burlington Avenue to the west, James M Wood Boulevard/9th Street to the north, and Beacon Avenue to the east.

The Project Site is currently developed with a surface parking lot. There are 2 Mexican fan palm trees on the Project Site; 10 street trees located adjacent to the Project Site, including 8 California fan palm trees and 2 Australian willow trees; and 1 citrus tree located offsite and adjacent to the Project Site.[1] None of these trees is considered a protected tree as defined by the City.

The Project Site is currently zoned C2-1 (Commercial Zone, Height District 1) and R4-1 (Multiple Dwelling Zone, Height District 1) with General Plan land use designations of Highway Oriented Commercial and High Medium Residential. The Project Site is also located in a Redevelopment Project Area, a Los Angeles State Enterprise Zone and a Transit Priority Area in the City of Los Angeles.

1.2 PROJECT CHARACTERISTICS

Overview

The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a seven-story, 119,508-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of neighborhood-serving commercial uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 111 1-bedrooms, and 14 2-bedrooms. The building would reach a maximum height of 93 feet.

As discussed in more detail in subsection 1.3 (Requested Entitlements), in order to achieve the density and building envelope, the Project Applicant seeks to utilize the City's Transit Oriented

[1] *City of Los Angeles Tree Report, 905 Beacon Avenue, Cy Carlberg, July 31, 2020. Refer to Appendix D.*

Communities (TOC) Affordable Housing Incentive Program, pursuant to Los Angeles Municipal Code (LAMC) Section 12.22.A.31. By restricting at least 10 percent of the proposed residential units (15 units) to the Extremely Low Income level, as per the TOC Guidelines, the Project is eligible for a density increase, a floor area increase, a parking reduction, yard reductions and averaging of density, floor area ratio (FAR), open space, and parking and permitting vehicle access across the Project Site.

Vehicle Parking

Vehicle parking would be provided in 1.5 above ground levels and two subterranean levels. As a Tier 3 Eligible Housing Development in accordance with the City's TOC Guidelines, the Project would be required to provide 0.5 vehicle parking spaces per residential dwelling unit; vehicle parking for the proposed commercial use is required to be provided in accordance with the LAMC Section 12.21.A.4 for development with a designated Enterprise zone (2 vehicle parking spaces per 1,000 square feet). As shown on Table 1-1, the Project would include a total of 184 vehicle parking spaces.

Table 1-1
Vehicle Parking Requirements and Vehicle Parking Provided

Land Use and Size	Parking Requirement	Number of Parking Spaces
Residential: 145 du	0.5 spaces/du	73
Commercial: 2,000 sf	2.0 spaces/1,000 sf	4
	Total Vehicle Parking Required	*77*
	Project-provided Vehicle Parking	**184**

du = dwelling unit *sf = square feet*

Source: Next Architecture, February 2021.

Bicycle Parking

The project would provide bicycle parking in accordance with LAMC Section 12.21.A.16. As shown on Table 1-2, the Project would include a total of 111 bicycle parking (99 long-term spaces and 12 short-term spaces).

Table 1-2
Bicycle Parking Requirements and Bicycle Parking Provided.

Land Use	Parking Requirement	Number of Parking Spaces
Residential		
1-25 du (25 du)	Long-term:1.0 space/du Short-term: 1.0 space/10 du	25 3
26-100 du (75 du)	Long-term: 1.0 space/1.5 du Short-term: 1.0 space/15 du	50 5
101-200 du (45 du)	Long-term: 1.0 space/2.0 du Short-term: 1.0 space/20 du	22 2
Commercial		
2,000 sf	Long-term: 1.0 space/2,000 sf* Short-term: 1.0 space/2,000 sf*	2 2
	Total LAMC Bicycle Parking	*Long-term: 99* *Short-term: 12*
	Project-provided Bicycle Parking	**Long-term: 99** **Short-term: 12**

**2 space minimum du = dwelling unit sf = square feet*

Source: Next Architecture, February 2021..

Open Space

As shown on Table 1-3, the Project is required to provide 14,850 square feet of open space, pursuant to the requirements of the LAMC. As shown on Table 1-4, the Project would include 15,051 square feet of open space, including unit balconies, fitness center, a dog run, pool and courtyard, and a sky deck.

Table 1-3
LAMC Open Space Requirements

Unit Number and Size	Open Space Requirement	Amount of Open Space
131, Studio/1-bedroom du	100 sf/du	13,100 sf
14, 2-bedroom du	125 sf/du	1,750 sf
	Total LAMC Open Space	**14,850 sf**

LAMC = Los Angeles Municipal Code du = dwelling unit sf = square feet

Source: Next Architecture, February 2021.

Table 1-4
Project Open Space

Amenity	Size
Indoor Amenity	
Fitness Center (Ground Level)	1,226 sf
Podium Patio (Covered Space, Third Level))	600 sf
Pool Club (Third Level)	735 sf
Sky Club (Roof)	950 sf
Outdoor Amenity	
Dog Run (Ground Level)	2,370 sf
Pool Courtyard (Third Level)	3,120 sf
Sky Deck A (Roof)	850 sf
Balconies	5,200 sf
Total	**15,051 sf**

du = dwelling unit *sf = square feet*

Source: Next Architecture, February 2021..

Tree Removal and Planting

There are 13 non-protected trees on or near the Project Site, some or all of which could be removed as part of the Project, including 10 street trees. All removed trees would be replaced in accordance with the City's tree replacement requirements. In accordance with the City's landscaping requirements, the Project would require 37 trees.

Project Design Features

The Project would include the following energy and water conservation features as a Project Design Feature (PDF):

Energy Conservation Features

Building Envelope

1. **Exterior walls with R-21 batt insulation:** This high-density insulation provides a greater R-value than that of typically used insulation products which improves insulation and hence, reduces heating and cooling energy use.

2. **Wood-framed roofs with R-38 batt insulation:** The thickness of the proposed insulation also increases the R-value, reducing heating and cooling energy use.

3. **High-reflectance roofing rated by the Cool Roof Rating Council:** A "cool roof" reflects additional solar heat, which reduces cooling energy in cooling-dominated climates like Southern California.

4. **Overhanging balconies for solar shading:** Projecting balconies provide shading for windows that keep solar heat out, which reduces cooling energy use. Another benefit is reduced glare, which makes the space more comfortable.

5. **High-performance windows with dual-paned low-emissivity glazing:** Dual-paned windows provide additional insulation over single-paned windows, while high performance, low-emissivity coatings help to let in mostly visible light while blocking other light that brings in heat without adding another purpose. These combined effects reduce cooling energy during the summer and heating during the winter.

Lighting

1. **Optimized façade to capitalize on natural daylight first:** Optimizing the façade is a means of balancing the amount of windows. Windows let in natural daylight, which allows electric lights to be turned off, but they also bring in additional heating and cooling when compared to an insulated wall. The result is a building that provides ample daylighting while not being excessive, decreasing overall lighting, heating and cooling energy use.

2. **High-efficacy, LED lamp types for common areas:** High-efficacy LED fixtures provide more lumens (light output) per watt (electric input) than other lamps like fluorescent or incandescent.

3. **Daylighting controls for all indoor, nonresidential spaces:** Also known as "daylight harvesting," these controls sense the amount of natural daylight entering a space to automatically dim the electric lights, saving energy while maintaining light levels.

4. **Occupancy controls with dimming for most common area lighting:** Occupancy controls sense when spaces are vacant for a period of time and automatically turn off lights, saving energy as compared to leaving them on.

Heating, Ventilation, and Air Conditioning System

1. **High-efficiency 19 SEER split system heat pumps for heating, ventilating and air conditioning (HVAC):** Split system heat pumps have one outdoor unit connected to one indoor fan coil unit (FCU). Seasonal energy efficiency ratio (SEER) represents the "average" efficiency of HVAC equipment. By increasing this value over typical code-minimum efficiencies, the equipment provides the same amount of heating and cooling while using less electricity to operate it. Providing individual systems for each

apartment allows the system to be powered from the tenants' electric meter, which tends to encourage more responsible use and lower energy consumption.

Domestic Water Heating

1. **Centralized hot water system:** Centralized water heating systems are larger and use more efficient equipment than individual heating within the units (condensing water heaters are around 95 percent efficient). They have recirculation controls to keep water in the lines hot, which reduces waste. They also make it easier to integrate into renewable energy systems like solar hot water.

2. **High-efficiency water fixtures:** Using more efficient fixtures inherently uses less hot water, which reduces energy used for water heating (while also saving potable water). This is not considered in the energy model, but it certainly an added sustainability measure.

Renewables

1. **Solar hot water:** Roof-mounted solar collectors capture the sun's renewable energy and use it to pre-heat domestic hot water. This reduces the amount of gas consumption at the water heater(s) and, hence, saves energy and emissions.

Water Conservation Features

1. **Showerheads:** 1.8 gallons per minute (gpm)

2. **Lavatory faucets:** 1.2 gpm (residential), 0.4 gpm (nonresidential)

3. **Kitchen faucets:** 1.5 gpm

4. **Tank water closets (toilets):** 1.28 gallons per flush (gpf)

5. **Urinals:** 0.125 gpf

6. **Clothes washers:**, Energy Star certified, 3.2 WF (water factor)

7. **Dishwashers:** Energy Star certified, 4 gallons per cycle (gpc)

1.3 REQUESTED ENTITLEMENTS

To allow for implementation of the Project, the Project Applicant is requesting the following entitlements:

1. Pursuant to LAMC Section 16.05, approval of Site Plan Review findings for a development project that creates or results in an increase of 50 or more dwelling units or guest rooms, or combination thereof.

2. Pursuant to LAMC Section 12.22 A.31, permission to utilize Base Incentives and three Additional Incentives defined by the TOC Guidelines to construct a maximum of 145 dwelling units in an Eligible Housing Development. The site's location qualifies it for Tier 3 level TOC incentives.

    a. Base Incentives, Section VI of the TOC Guidelines:

        i. Section VI.1.a.iv: permitting a 70 percent increase in the allowable density to 145 total units.

        ii. Sections VI.1.b.iv.: permitting an increase in the allowable FAR, from an allowable base FAR of 1.5 to 1 in the C2 Zone and 3 to 1 in the R4 Zone to an overall FAR of 4.1 to 1.

        iii. Section VI.2.a.ii: permitting the required vehicle parking for all residential units not to exceed 0.5 spaces per unit.

        iv. Section VI.2.b (rounding of parking numbers), c (unbundling of parking), d (no vehicle parking reduction based on bicycle parking), and f (parking reduction consistency).

    b. Additional Incentives, Section VII of the TOC Guidelines:

        i. Section VII.1.a.ii.1: permitting a front yard reduction by averaging the front yards of adjoining buildings along the same street frontage.

        ii. Section VII.1.a.ii.2.c: permitting a 30 percent yard reduction of the western side yard and southern rear yard.

        iii. Section VII.1.e: permitting the averaging of FAR, density, and open space for the site, and permitting vehicular access from a less restrictive zone to a more restrictive zone.

3. Pursuant to LAMC Section 17.15, approval of a Vesting Tentative Tract Map (Tract No. VTT-83227-CN).

Pursuant to various sections of the LAMC, the Applicant will request approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction actions including, but not limited to: demolition including street trees, excavation, shoring, grading, foundation, and building and tenant improvements.

2 SUSTAINABLE COMMUNITIES STRATEGY CRITERIA

Table 2-1
Sustainable Communities Strategy Criteria

PRC § 21155(a). Consistency with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy.	**Consistent**	
	Yes	**No**
The Southern California Association of Governments (SCAG) is the metropolitan planning organization for the Project Site area. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS) is the Southern California Association of Government's (SCAG) most recent RTP/SCS. Similar to the 2016-2040 RTP/SCS, the 2020-2045 RTP/SCS is a long-range visioning plan for the six-county SCAG region that highlights the existing land use and transportation conditions throughout the SCAG region and forecasts how it will meet the region's transportation needs between 2020 and 2045, as well as achieve the California Air Resources Board's (CARB) greenhouse gas (GHG) emissions reduction targets. Specifically, the 2020-2045 RTP/SCS identifies and prioritizes expenditures of this anticipated funding for transportation projects of all transportation modes: highways, streets and roads, transit, rail, bicycle and pedestrian, as well as aviation ground access. It also includes a set of visions, goals, objectives, policies, and performance measures developed through public and stakeholder outreach sessions across SCAG's region. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS. On October 30, 2020, CARB officially determined that the 2020-2045 RTP/SCS would achieve CARB's 2035 GHG emission reduction target. **<u>2020-2045 RTP/SCS</u>** The 2020-2045 RTP/SCS includes strategies for accommodating forecasted population, household and employment growth in the SCAG region by 2045, as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related greenhouse gas (GHG) emissions reductions through increasing transportation choices with a reduced dependence on automobiles; an increase growth within walkable, mixed-use communities, and high quality transit areas (HQTAs); and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. As a Land Use Tool, the 2020-2045 RTP/SCS identifies Priority Growth Areas (PGAs) throughout the SCAG region where 2020-2045 RTP/SCS strategies can be fully realized. These PGAs include Job Centers, Transit Priority Areas (TPAs), HQTAs, Neighborhood Mobility Areas (NMAs),	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

Livable Corridors, and Spheres of Influence. These PGAs account for only 4 percent of region's total land area, but implementation of SCAG's growth strategies will help these areas accommodate an estimated 64 percent of forecasted household growth and 74 percent of forecasted employment growth between 2020 and 2045. This more compact form of regional development, if fully realized, can reduce travel distances, increase mobility options, improve access to workplaces, and conserve the region's resource areas. • Job Centers: Areas with significantly denser employment than their surroundings. The 2020-2045 RTP/SCS prioritizes employment growth and residential growth in existing Job Centers in order to leverage existing density and infrastructure. When growth is concentrated in Job Centers, the length of vehicle trips for residents can be reduced. • TPAs: Areas within one-half mile of a major transit stop that is existing or planned. According to the 2020-2045 RTP/SCS, focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports strategies outlined in the 2020-2045 RTP/SCS for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation. • HQTAs: Areas within one-half mile from major transit stops and high quality transit corridors. New developments should be context-sensitive, responding to the existing physical conditions of the surrounding area. Sensitively designed TODs can preserve existing development patterns and neighborhood character while providing a balance of housing choices. • NMAs: Areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, shopping, services, places of worship, parks, greenways and other destinations. NMAs have robust residential to non-residential land use connections, high roadway intersection densities and low-to-moderate traffic speeds. NMAs can encourage safer, multimodal, short trips in existing and planned neighborhoods and reduce		

Table 2-1
Sustainable Communities Strategy Criteria

reliance on single occupancy vehicles. NMAs support the principles of center focused placemaking. Fundamental to neighborhood scale mobility in urban, suburban and rural settings is encouraging "walkability," active transportation and short, shared vehicular trips on a connected network through increased density, mixed land uses, neighborhood design, enhanced destination accessibility and reduced distance to transit. Targeting future growth in these areas has inherent benefits to Southern California residents – providing access to "walkable" and destination-rich neighborhoods to more people in the future. • Livable Corridors: Livable Corridor land-use strategies include development of mixed-use retail centers at key nodes along corridors, increasing neighborhood-oriented retail at more intersections, applying a "Complete Streets" approach to roadway improvements, and zoning that allows for the replacement of underperforming auto- oriented strip retail between nodes with higher density residential and employment. Livable Corridors also encourage increased density at nodes along key corridors, and redevelopment of single-story, under-performing retail with well-designed, higher density housing and employment centers. The 2020-2045 RTP/SCS identifies these PGAs on Exhibits 3.4 through 3.10, which are included in Appendix A. As shown on the figures, the Project Site is located in the Downtown Los Angeles Job Center; within the boundaries of a TPA, an HQTA, and a NMA; and along a Livable Corridor. (The Project Site is not within a Sphere of Influence.) The Project is consistent with the general use designation, density, and building intensity set forth in the 2020-2045 RTP/SCS for each of these PGAs in that the Project includes development of multi-family housing and neighborhood-serving commercial uses on an infill site near transit and sources of shopping and employment, leveraging existing density and infrastructure and reduce the length of vehicle trips for residents. The Project would develop new multi-family housing and neighborhood-serving commercial uses near the existing Job Center in Downtown Los Angeles in order to leverage existing density and infrastructure and reduce the length of vehicle trips for residents. Consistent with the land use policies for TPAs, the Project constitutes compact, focused infill development in an established community with access to high-quality transportation. Given the urban nature of the Project Site area, Project residents and employees would be able to walk and bike		

Table 2-1
Sustainable Communities Strategy Criteria

home and to work and to shop. In addition, the Project Site's location near robust transit opportunities (Metro lines 28, 66, and 728 and LADOT Downtown Area Shuttle [DASH]) would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking. Consistent with the land use policies for HQTAs, the Project would also be context-sensitive and respond to the existing physical conditions of the surrounding area. The Project would preserve existing development patterns and neighborhood character by developing the Project on an infill site with residential and neighborhood-serving commercial uses within a mixed-use neighborhood, while providing additional housing choices for residents. Consistent with the 2020-2045 RTP/SCS's general use designation, density, and building intensity for NMAs and Livable Corridors, the Project would develop new multi-family residential and neighborhood-serving commercial uses in a destination-rich area with robust residential to non-residential land use connections and high roadway intersection densities. The Project would also encourage "walkability" by locating a mixed-use development near existing retail, transit, and employment. Also, the Project would include approximately 99 long-term bicycle parking stalls and 12 short-term bicycle parking stalls, which would encourage bicycling as a form of transportation and exercise. This type of transit- and neighborhood-oriented mixed-use development helps to reduce dependence on automobile travel and to reduce associated mobile-source GHG emissions. Thus, the Project is consistent with SCAG's land use strategies related to reducing GHG emissions by encouraging growth near destinations and mobility options . As such, the Project would be consistent with the land use, density, and intensity of development specified in the 2020-2045 RTP/SCS for projects in or near Job Centers and in TPAs, HQTAs, NMAs, and along Livable Corridors. Furthermore, the Project is consistent with the applicable goals and policies in the 2020-2045 RTP/SCS, as outlined in Appendix B. As such, the Project is consistent with this criterion.		
PRC §21155(b). To be considered a Transit Priority Project (TPP) as defined by §21155(b), the project must meet all of the following criteria. A TPP shall:	**Consistent**	
	Yes	**No**
(1) Contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; The Project would construct a mixed-use building with a total floor area of 119,508 square feet, containing 145 multi-family residential units and up to approximately 2,000 square feet of commercial uses. Thus, the Project would be approximately 98 percent residential uses. As such, the Project is consistent with this criterion.		
(2) Provide a minimum net density of at least 20 dwelling units per acre; and The Project would develop an approximately 0.77-acre site with a mixed-use building, containing 145 residential units. Thus, the net density for the Project is approximately 188 dwelling units per acre, which exceeds the required minimum of 20 units per acre. As such, the Project is consistent with this criterion.	**X**	
(3) Be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area further than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. PRC Section 21064.3 defines a major transit stop as: a) a site containing an existing rail or rapid transit station; b) a ferry terminal served by either a bus or rail transit service; or c) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station (an existing rail station and "major transit stop"), less than 0.5 miles northwest of the Project Site. (Service interval information is not necessary for a rail transit station.) The Project	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

Site area is also served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT DASH. Additionally, as stated previously, the Project Site is also located within an HQTA as defined by SCAG and a TPA as defined by SB 743. As such, the Project is consistent with this criterion.		
PRC §21155.1(a). The Transit Priority Project complies with all of the following environmental criteria:	**Consistent**	
	Yes	**No**
(1) The Transit Priority Project and other projects approved prior to the approval of the Transit Priority Project but not yet built can be adequately served by existing utilities, and the Transit Priority Project applicant has paid, or has committed to pay, all applicable in-lieu or development fees. Water: The water facilities required to serve the Project Site include the existing large water distribution system operated by the Los Angeles Department of Water and Power (LADWP), as well as local infrastructure to meet the needs of the Project Site that includes a 12-inch water main in James M. Wood Boulevard and an 8-inch water main in Beacon Avenue (refer to the *Utility Infrastructure Technical Report* in Appendix C). Based on the *Utility Infrastructure Technical Report* (Table 3 on page 24), the Project would consume approximately 47,756 gallons of water per day. According to LADWP's 2020 Urban Water Management Plan (2020 UWMP), the most recent plan available, LADWP has sufficient supply to meet a total water demand of 746,000 acre-feet per year (afy) (for multi-dry year, Year 5) by the year 2045. As such, LADWP can provide the needed water from its existing system pursuant of the provisions in 2020 UWMP. Therefore, LADWP would not require added water supply to meet the demand from the Project. Regarding the local infrastructure, based on the results provided by LADWP within the Service Advisory Request (SAR) dated May 5, 2022 (included as Exhibit 2 to the *Utility Infrastructure Technical Report* in Appendix C), the existing infrastructure would be adequate to serve the Project. As shown by the SAR and through compliance with LAFD and LADWP requirements, the Project's fire-flow needs also could be accommodated by the existing infrastructure. Thus, there would be adequate capacity available to accommodate the required fire flows and domestic water demand generated by the Project and the Project would not require the relocation or construction of new or expanded water facilities.	**X**	

Wastewater: The Project would connect to the City's existing sewer system infrastructure near the Project Site that includes an 8-inch line in Beacon Avenue, and 8-inch line in James M. Wood Boulevard, and an 8-inch line in 11th Street. Based on the *Utility Infrastructure Technical Report* (Table 4 on page 24), the Project would generate approximately 39,798 gallons of wastewater per day. According to the *Utility Infrastructure Technical Report*, given the current remaining capacity of the Hyperion Water Reclamation Plan (HWRP), the HWRP would have ample capacity to treat the Project's wastewater generation of 0.01 million gallons per day (mgd), which would account for less than one percent increase in demand at the HWRP. Further, a Sewer Capacity Availability Report (SCAR), which outlines the sewer system infrastructure that would serve the Project, the capacity of the infrastructure, and the Project's estimated wastewater generation, was reviewed and approved by the City's Bureau of Sanitation (LASAN). LASAN noted in a follow-up letter (dated May 7, 2022) that the sewer infrastructure has adequate capacity to serve the Project. Thus, the Project would not require the relocation or construction of new or expanded wastewater facilities. Stormwater: The Project Site is located in an urbanized area of the City. Under the existing condition, the Project Site is developed a surface parking lot. During a storm event, almost all stormwater that contacts the Project Site is directed to the existing storm drain system. Very little stormwater is absorbed into the ground at the Project Site. For the Project, the Project Applicant would be required to comply with the City's Low Impact Development (LID) Standards, and stormwater runoff from certain portions of the Project would be diverted to on-site bio-infiltration planters. Planter overflow and the remaining stormwater runoff would be directed to the existing storm drain system. The City would require that the Project be designed and constructed to minimize stormwater flows from the Project to not exceed existing flows. Thus, the Project's stormwater could be accommodated by existing drainage facilities. Electricity: Electricity supply to the Project Site is provided by LADWP via overhead powerlines on James M. Wood Boulevard. Currently, LADWP is able to supply over 7,880 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW.[1] Peak demand is expected to grow to 5,933 MW in 2022-2023 (approximate Project buildout timeframe).[2] Despite these growth projections, demand would still not exceed the existing capacity of 7,880 MW. Thus, there is adequate supply capacity to serve the		

Table 2-1
Sustainable Communities Strategy Criteria

Project, as it is projected that the Project would consume a net increase of approximately 1,047,500 kilowatt hours per year of electricity (refer to Appendix C). Electrical conduits, wiring, and associated infrastructure would be conveyed to the Project Site from existing LADWP lines near the site. Thus, the Project's electricity needs could be accommodated via existing electricity infrastructure. Natural Gas: Natural gas is provided to the Project Site by the Southern California Gas Company (SoCalGas). Infrastructure in the vicinity of the Project Site includes a 6-inch line along James M. Wood Boulevard and a 2-inch line along Beacon Avenue. The Project would consume an estimated 1,945,720 cubic feet of natural gas per year (refer to Appendix C). Natural gas supply available to SoCalGas from California sources averaged 97 million cubic feet per day (cf/day) in 2019.[3] SoCalGas projects total natural gas demand to decrease at an annual rate of 1.0 percent per year through 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 codes and standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with natural gas consumption becoming more efficient and decreasing, SoCalGas's projection for natural gas demand also decreases. SoCalGas's storage fields have a combined theoretical storage working inventory capacity of 130 billion cubic feet. The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. Thus, the Project's natural gas needs could be accommodated via existing natural gas infrastructure. Telecommunications: In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum (formerly Time Warner Cable). The Project Site could be served by existing telecommunications facilities that are available in the Project Site area. The Project would require Project- and site-specific infrastructure to		

1 *LADWP, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=12do6zwhm2_4&_afrLoop=86275907941327, accessed November 1, 2020.*

2 *2017 Power Strategic Long-Term Resource Plan, December 2017.*

3 *2020 California Gas Report, California Gas and Electric Utilities, October 2020.*

Table 2-1
Sustainable Communities Strategy Criteria

connect to the existing utilities, but the Project would not require new or expanded facilities. The Project would pay all applicable in-lieu or development fees pursuant to code requirements and conditions of Project approval. As such, the Project is consistent with this criterion.		
(**2**) **The site of the Transit Priority Project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the Transit Priority Project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.** The Project Site is located in an urbanized area of the City. The Project Site is currently developed with a surface parking lot. The surrounding area is largely developed with mixed commercial and residential land uses, roadways, and utility infrastructure. No wetlands, riparian areas, or natural habitat that would support endangered, rare, or threatened species exists on the Project Site or in the areas surrounding the Project Site. As identified in the *Tree Report* prepared for the Project (refer to Appendix D), there are two Mexican fan palm trees on the Project Site; 10 street trees located adjacent to the Project Site, including 8 California fan palm trees and 2 Australian willow trees; and 1 citrus tree located offsite and adjacent to the Project Site. None of these trees is considered a protected tree as defined by the City. It is possible that some or all of these trees would be removed as part of the Project. Although the removal of non-protected tree species would not be considered a significant impact under CEQA, the removal of trees has the potential to impact nesting bird species, if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20) and Section 3503 of the California Department of Fish and Game Code. Removal of the trees would occur in accordance with the MBTA and state and local requirements. Thus, the Project would not harm any species protected by the Federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code). As such, the Project is consistent with this criterion.		
(3) The site of the Transit Priority Project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code. Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992, and information regarding the Cortese List is compiled on the websites of different agencies. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action, facilities, as well as existing site cleanup information. The Regional Water Quality Control Board (RWQCB) maintains a similar database (Geotracker); Geotracker information is also available on EnviroStor. EnviroStor and Geotracker also provide information on investigation, cleanup, permitting, and/or corrective actions that are permitting, planned, being conducted, or have been completed under DTSC's and the RWQCB's respective oversight. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[4] Thus, the Project would not create a hazard to the public or the environment as a result of being listed on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As such, the Project meets this criterion.	**X**	
(4) The site of the Transit Priority Project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.	**X**	

4 CalEPA, Cortese List Data Resources, https://calepa.ca.gov/sitecleanup/corteselist/, accessed July 27, 2022. Department of Toxic Substances Control, https://www.envirostor.dtsc.ca.gov/public/map/?myaddress, accessed July 27, 2022.

Table 2-1
Sustainable Communities Strategy Criteria

(a) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements. **(b) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.** A *Phase I Environmental Site Assessment* (*Phase I ESA*) was prepared for the Project Site by Smith-Emery Geoservices (Smith-Emery) on June 19, 2020 (refer to Appendix E). The purpose of the *Phase I ESA* was to identify any potential recognized environmental conditions (RECs), historic recognized environmental conditions (HRECs), and/or controlled recognized environmental conditions (CRECs) associated with the Project Site due to past or current use of the Project Site and/or off-site properties. In order to identify environmental conditions of the Project Site, the *Phase I ESA* included a site inspection, interviews with parties familiar with the Project Site, historical research in the past uses of the site and an environmental records search with regard to the Project Site, adjoining and immediately surrounding properties, and the surrounding area. No records of any underground storage tanks (USTs) or hazardous materials inventory records or environmental cases were found at any of the local regulatory agencies (i.e., Fire Department/Public Works/Sanitation) or state agencies (i.e., Department of Toxic Substances Control [DTSC], Regional Water Quality Control Board [RWQCB], and Air Quality Management District [AQMD]) databases. A previous use at the Project Site (i.e., 1X FAB Enterprises) is listed on the regulatory database as having obtained DTSC Hazardous Waste Tracking Number in 1990; the tracking number is generally obtained by generators, transporters, and disposal facilities. 1X FAB Enterprises was permitted in 1990 for demolition of onsite structures (Permit No. 1990LA61268); it is possible that this tracking number may have been obtained to dispose the construction waste from the site. Hence, this one time disposal is not an item of significant concern to the Project Site. Based on the sites listed within the area of concern, it is Smith-Emery's opinion that based on the reported distances from the Project Site, case-closed statuses, environmental investigations for the surrounding properties, and hydrological barriers (i.e., utility lines/pipes likely to divert		

Table 2-1
Sustainable Communities Strategy Criteria

vapors away from the site) along 9th Street/James M Wood Boulevard and Beacon Avenue, the potential for a vapor encroachment condition at the Project Site is considered low, and no further Tier 2 Vapor Encroachment Screening is warranted. For these reasons, the Project is consistent with these criteria.		
(5) The Transit Priority Project does not have a significant effect on historical resources pursuant to Section 21084.1. The Project Site is currently developed with a surface parking lot. No significant historical resources are located on or near the Project Site. As such, the Project would not have a significant effect on historical resources pursuant to Section 21084.1. For this reason, the Project is consistent with this criterion.	**X**	
(6) The Transit Priority Project site is not subject to any of the following: **(a) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.** The Project Site is located in a highly urbanized area and is fully developed with a surface parking lot. The Project Site and surrounding area are not located within a State-designated Hazard Severity Zone.[5] Thus, the Project Site is not subject to a wildland fire hazard. As such, the Project meets this criterion. **(b) An unusually high risk of fire or explosion from materials stored or used on nearby properties.** The Project Site is developed with a surface parking lot. The site is surrounded by a mix of residential and commercial uses. There are no industrial or manufacturing uses, which might store potentially explosive or hazards materials, near the Project Site. Thus, the Project Site is not subject to an unusually high risk of fire or explosion from materials stored or used on nearby properties. As such, the Project meets this criterion.	**X**	

5 *California Department of Forestry and Fire Protection, Map of CAL FIRE'S Fire Hazard Severity Zones in State Responsibility Areas, Los Angeles, https://osfm.fire.ca.gov/media/5830/los_angeles.pdf, accessed on July 27, 2022.*

Table 2-1
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(c) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency. Refer to response to Criterion (4)(b) above. Based on the information provided there, the Project would not result in public health exposure, either to the public or to future tenants of the Project, at a level that would exceed the standards established by any state or federal agency. As such, the Project meets this criterion. **(d) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.** Based on a review of ZIMAS, the Project Site is not located within a delineated earthquake fault zone or seismic hazard zone. Thus, the Project would not result in seismic risk as a result of being within a delineated earthquake fault zone or a seismic hazard zone. As such, the Project meets this criterion. **(e) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.** The Project Site and surrounding area are fully developed and generally characterized by flat topography. Based on a review of ZIMAS, the Project Site is not located in a landslide area as mapped by the City. The Project Site is not located within a designated 100-year flood plain area or flood way boundary as mapped by the Federal Emergency Management Agency (FEMA) or by the City (Federal Emergency Management Agency, Flood Insurance Rate Map, Map Number X, September 26, 2008; City of Los Angeles, Los Angeles General Plan Safety Element, November 1996, Exhibit F, 100-Year & 500-Year Flood Plain, p. 57). Thus, the Project Site in not subject to hazards associated with landslide hazard, flood plain, flood way, or restriction zone. As such, the Project meets this criterion.		

Table 2-1
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(7) The Transit Priority Project site is not located on developed open space. **(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:** **(i) Is publicly owned, or financed in whole or in part by public funds.** **(ii) Is generally open to, and available for use by, the public.** **(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.** The Project Site is privately owned, has not been designated for acquisition by a public agency for use as open space, and is located in a highly urbanized area that includes a mixture of residential and commercial uses. The Project Site is currently developed with a surface parking lot and does not contain any recreational facilities. The site has not been used by the public for recreational purposes. Thus, the Project Site is not located on developed open space. As such, the Project meets this criterion.	**X**	
(8) The buildings in the Transit Priority Project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region. The Project would achieve its energy and water efficiency through the implementation of multiple measures, which are detailed in the *CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon* report prepared by Zinner Consultants, dated July 8, 2020 (refer to Appendix F). Based on the report, the Project would be designed to be approximately 15.7 percent more energy efficient than the standards contained in Title 24 of the California Code of Regulations (2019) and would be designed to achieve approximately 63.3 percent less water usage than MWD's baseline usage. According to the *CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon* report, the baseline water use in the region is 317.1 gallons per day per unit. The Project would use approximately 116.5 gallons of water	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

per household per day. Therefore, the Project would use approximately 66.1 percent less water than the average household in the region. The energy efficiency calculations contained in the *CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon* report were calculated using "whole building energy modeling" software approved by the California Energy Commission for Title 24 compliance. Tables 2 through 4 of the report list both the characteristics of the proposed design and that of the Title 24 Standard building, so that the characteristics and the energy consumption/efficiency could be compared against one another. The results of the modeling show that the Project has a targeted savings of approximately 15.7 percent over the Title 24 baseline. Therefore, the Project is designed to be at least 15 percent more energy-efficient than required by Chapter 6 of Title 24 of the California Code of Regulations, and is designed to achieve approximately 63.3 percent less water usage than MWD's baseline usage. As such, the Project meets this criterion.		
PRC § 21155.1(b). The Transit Priority Project meets all of the following land use criteria:	**Consistent**	
	Yes	**No**
(1) The site of the Transit Priority Project is not more than eight acres in total area. The Project Site is approximately 0.77 acres. Thus, the Project Site is less than eight acres in size. As such, the Project meets his criterion.	**X**	
(2) The Transit Priority Project does not contain more than 200 residential units. The Project proposes 145 residential units. Thus, the Project would not include more than 200 residential units. As such, the Project meets this criterion.	**X**	
(3) The Transit Priority Project does not result in any net loss in the number of affordable housing units within the project area. The Project Site is currently developed with a surface parking lot and does not contain any residential development Of the 145 dwelling units included as part of the Project, 15 would be set aside as Extremely Low Income units. Thus, the Project would increase the	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

number of affordable housing units at the Project Site and within the Project Site vicinity. As such, the Project meets this criterion.		
(4) The Transit Priority Project does not include any single level building that exceeds 75,000 square feet. The Project building would be 7 stories and 119,508 square feet (not including parking square footage). Thus, the Project does not include a single-level building that exceeds 75,000 square feet. As such, the Project meets this criterion.	**X**	
(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the Transit Priority Project. There are no prior environmental impact reports (EIR) or other environmental documents prepared specifically for the Project Site. The City has identified one prior EIR with mitigation measures that could apply to the Project – SCAG 2020-2045 RTP/SCS Final Program EIR). The 2020-2045 SCAG RTP/SCS Final Program EIR Mitigation Monitoring and Reporting Program (SCAG MMRP) does not include project-level mitigation measures that would be required of the Project.[6] The SCAG MMRP provides a list of mitigation measures that SCAG determined a lead agency can or should consider, as applicable and feasible.[7] A discussion of applicability of these measures is contained in Appendix G. As described therein, many of the mitigation measures identified by SCAG would not apply to the Project and as such, would not be incorporated into the TPP (e.g., the Project). Nonetheless, as required under this criterion, Appendix G contains a full discussion of the applicability of the mitigation measures identified in the MMRP to the Project. As such, the Project meets this criterion.	**X**	

6 *The 2020-2045 RTP/SCS MMRP also includes various regional-level mitigation measures that would be implemented by SCAG (not at the project-level) and thus, are not discussed in Appendix G.*

7 *SCAG, 2020-2045 RTP/SCS PEIR, Exhibit A Mitigation Monitoring and Reporting Program, available at: https://scag.ca.gov/read-plan-certified-final-peir.*

Table 2-1
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(6) The Transit Priority Project is determined not to conflict with nearby operating industrial uses. The nearest site zoned for any type industrial use is located at the intersection of Olympic Boulevard and Albany Street, approximately 0.3 miles southeast of the Project Site, that is zoned Commercial Manufacturing. Due to distance from the Project as well as the buffering provided by existing development located between the Project and the nearest industrial zoned site, the Project would not conflict with nearby operating industrial uses. As such, the Project meets this criterion.	**X**	
(7) The Transit Priority Project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high quality transit corridor included in a regional transportation plan. As stated previously and as shown on Exhibits 3.7 and 3.8 in Appendix A, the Project Site is in an area identified as a TPA and an HQTA (respectively) by SCAG. In particular, the Project Site is located within one-half mile of the Westlake/MacArthur Park Station, an existing rail transit station. As such, the Project meets this criterion.	**X**	
PRC 21155.1(c). The Transit Priority Project meets at least one of the following three criteria:	**Consistent**	
	Yes	**No**
(1) The Transit Priority Project meets both of the following: **(a) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.** **(b) The Transit Priority Project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.** Of the 145 dwelling units included as part of the Project, 15 units (10 percent) would be set aside for Extremely Low Income households. The Project operator would enter into a housing regulatory agreement with the	**X**	

Table 2-1
Sustainable Communities Strategy Criteria

Los Angeles Housing and Community Investment Department (HCIDLA) to memorialize this requirement and make it binding on any successors or assigns for the regulatory period. As such, the Project meets these criteria.		
(2) The Transit Priority Project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1). As discussed above, the Project meets criterion (1)(a). Thus, the Project meets the requirements of PRC 21155.1(c).	**X**	
(3) The Transit Priority Project provides public open space equal to or greater than five acres per 1,000 residents of the project. As discussed above, the Project meets criterion (1)(a). Thus, the Project meets the requirements of PRC 21155.1(c).	**X**	

APPENDICES

Appendix A – SCAG Exhibits

Appendix B – Project Consistency with SCAG's 2020-2045 RTP/SCS

Appendix C – Utility Infrastructure Report

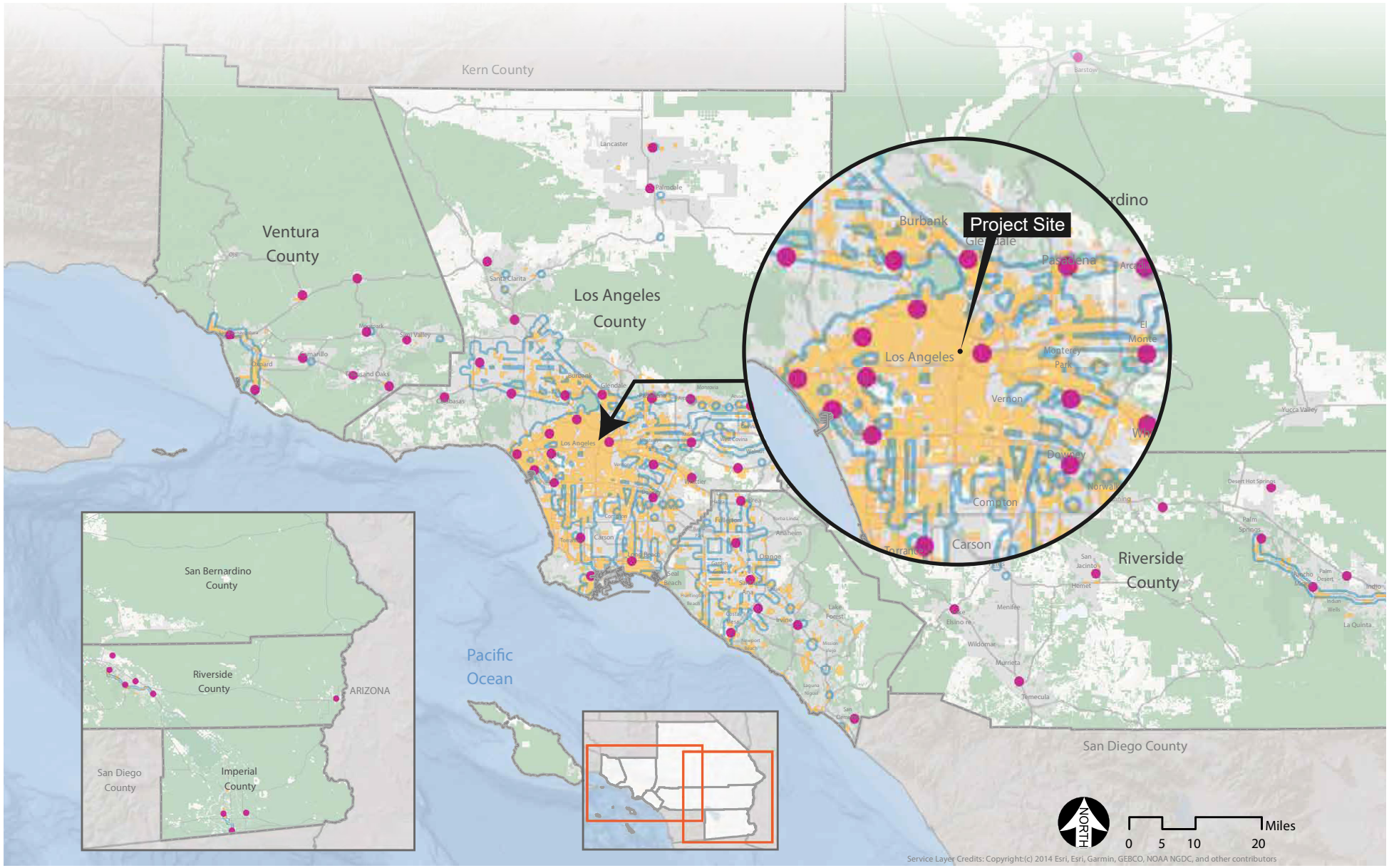
Appendix D – Tree Report

Appendix E – Phase I Environmental Site Assessment

Appendix F – CEQA SCPE Energy and Water Efficiency Compliance for 905 Beacon

Appendix G – Mitigation Measures from Prior EIRs

Appendix H – Traffic Data



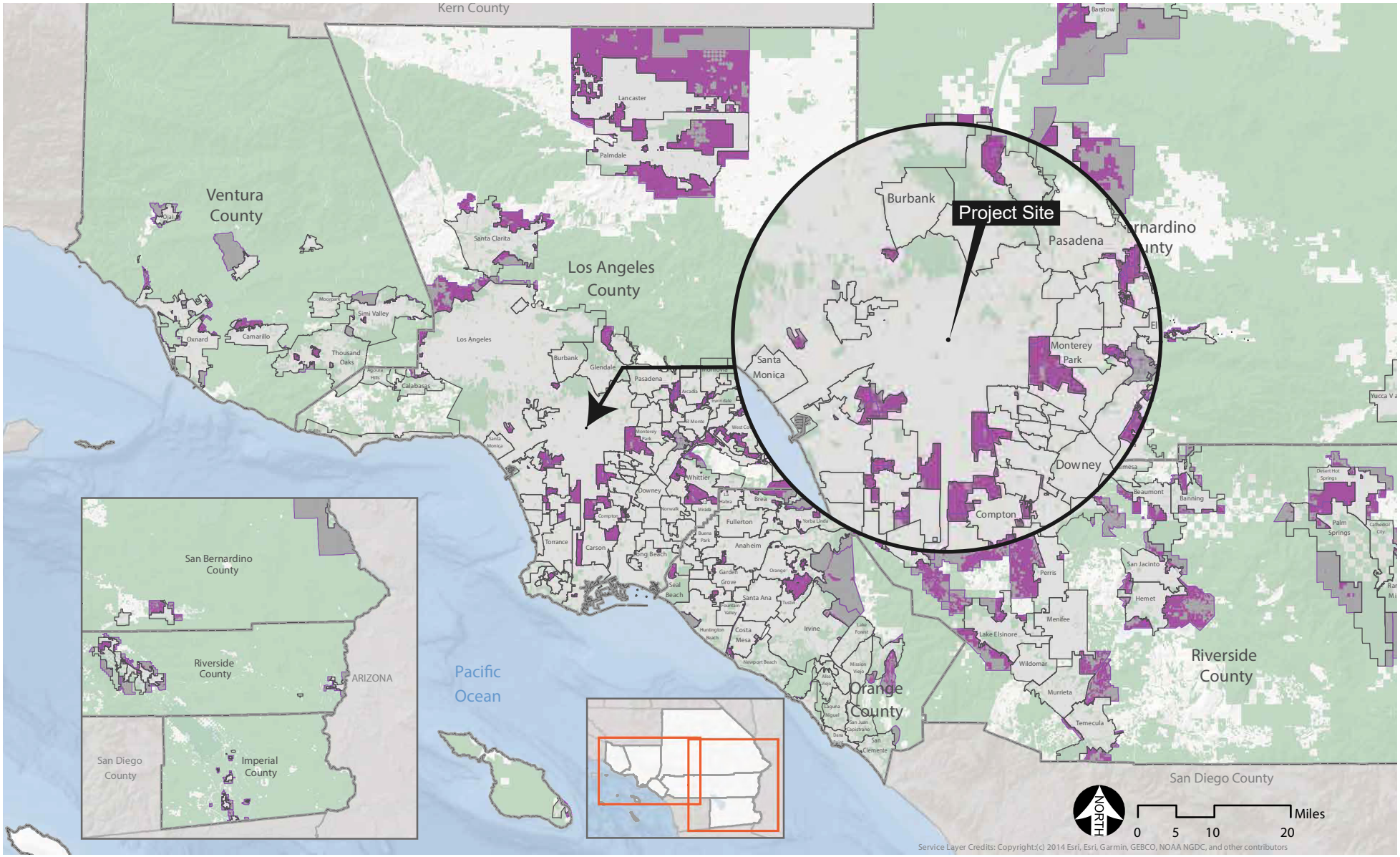
Priority Growth Areas vs. Regional Growth Constraints

- Job Center
- High Quality Transit Area
- Neighborhood Mobility Areas
- Regional Growth Constraints

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Source: CalBRACE, California Department of Conservation, CPAD, CCED, County Transportation Commissions, NOAA Coastal Services Center, SCAG, 2019

Exhibit 3.4
Priority Growth Areas & Growth Constraints

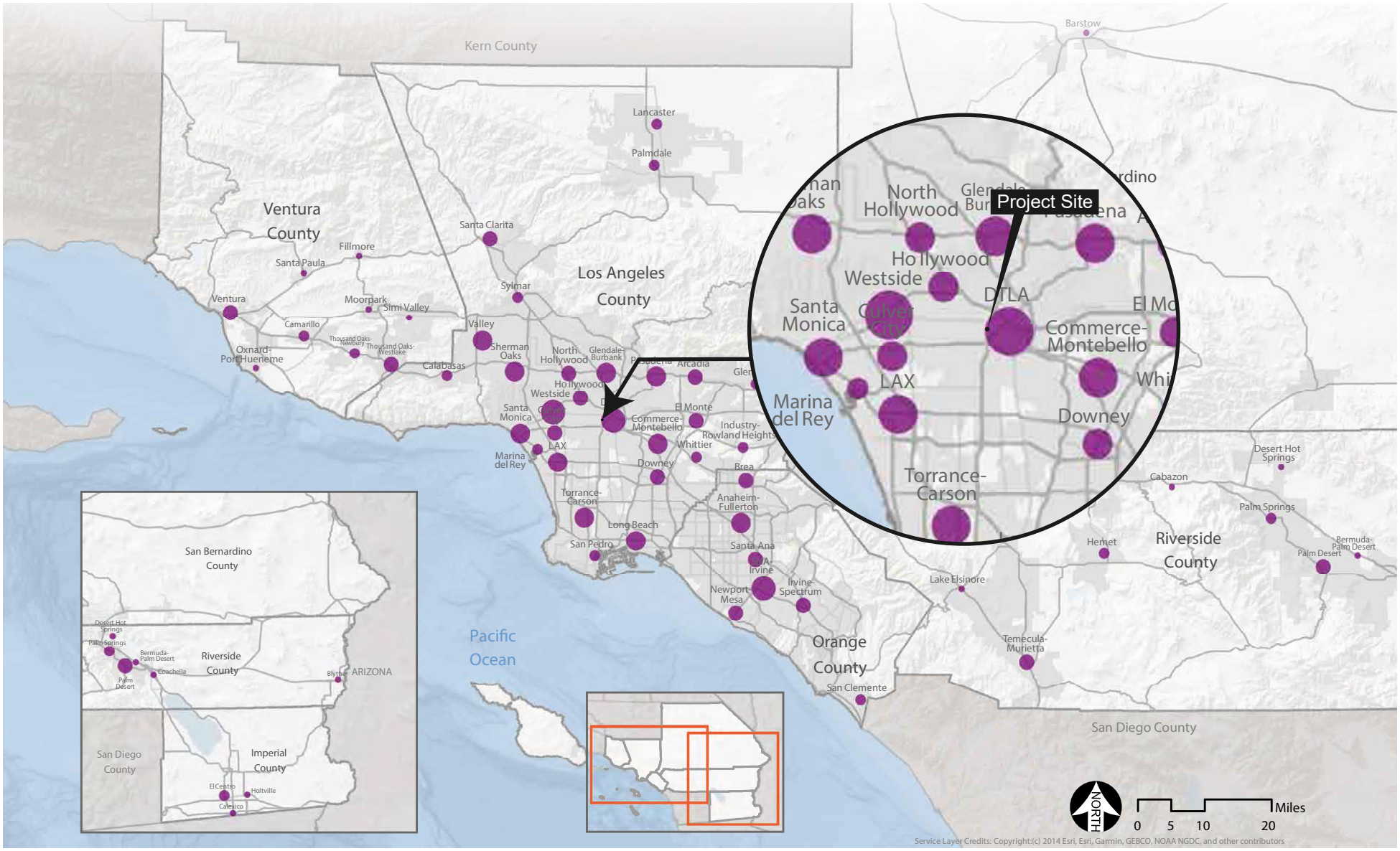


County Boundaries
City Boundaries
Sphere of Influence
Regional Growth Constraints

Note: SCAG used locally informed data elements to determine Regional Growth Constraints such as Tribal lands, Conserved Land and others. See the Sustainable Communities Strategy Technical Report for more details.

Exhibit 3.5
Priority Growth Areas - Spheres of Influence

Source: Counties and local jurisdictions LAFCO in SCAG region, 2018



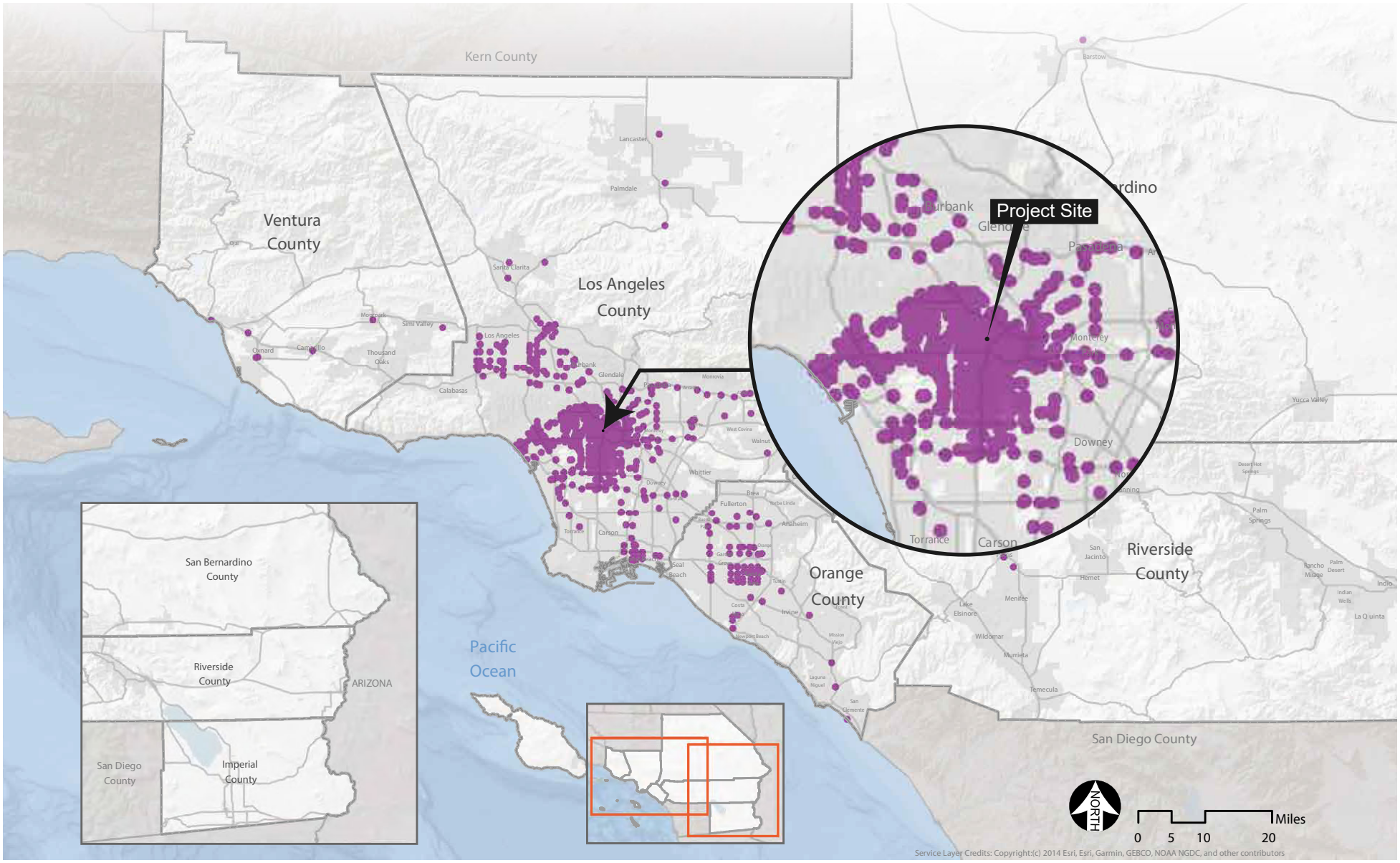
SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

Notes:
(1) Centers are areas with denser employment than their surroundings.
(2) Dots represent the total employment in each center, not center boundaries.
(3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

Exhibit 3.6
Priority Growth Area - Job Centers

Source: SCAG, 2019



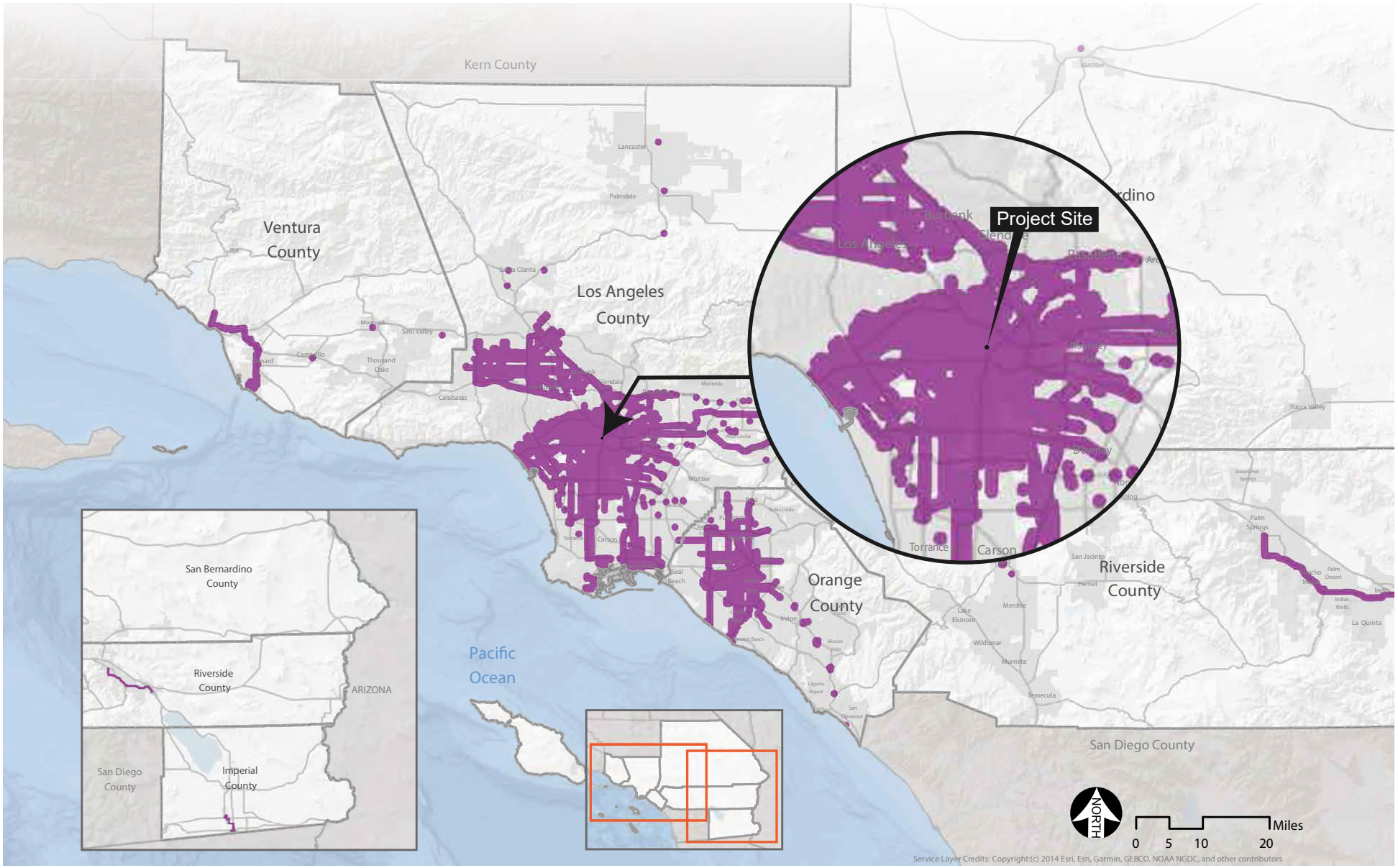
Transit Priority Areas (2045)

TPA

Note: Transit priority area (TPA) refers to an area within one-half mile of a major transit stop that is existing or planned. SCAG identifies major transit stops and transit priority areas using the methodology described in the Transit Technical Report. Major transit stops are extracted from 2045 plan year data of Connect SoCal.

Exhibit 3.7
Priority Growth Area - Transit Priority Areas

Source: County Transportation Commissions, SCAG, 2019



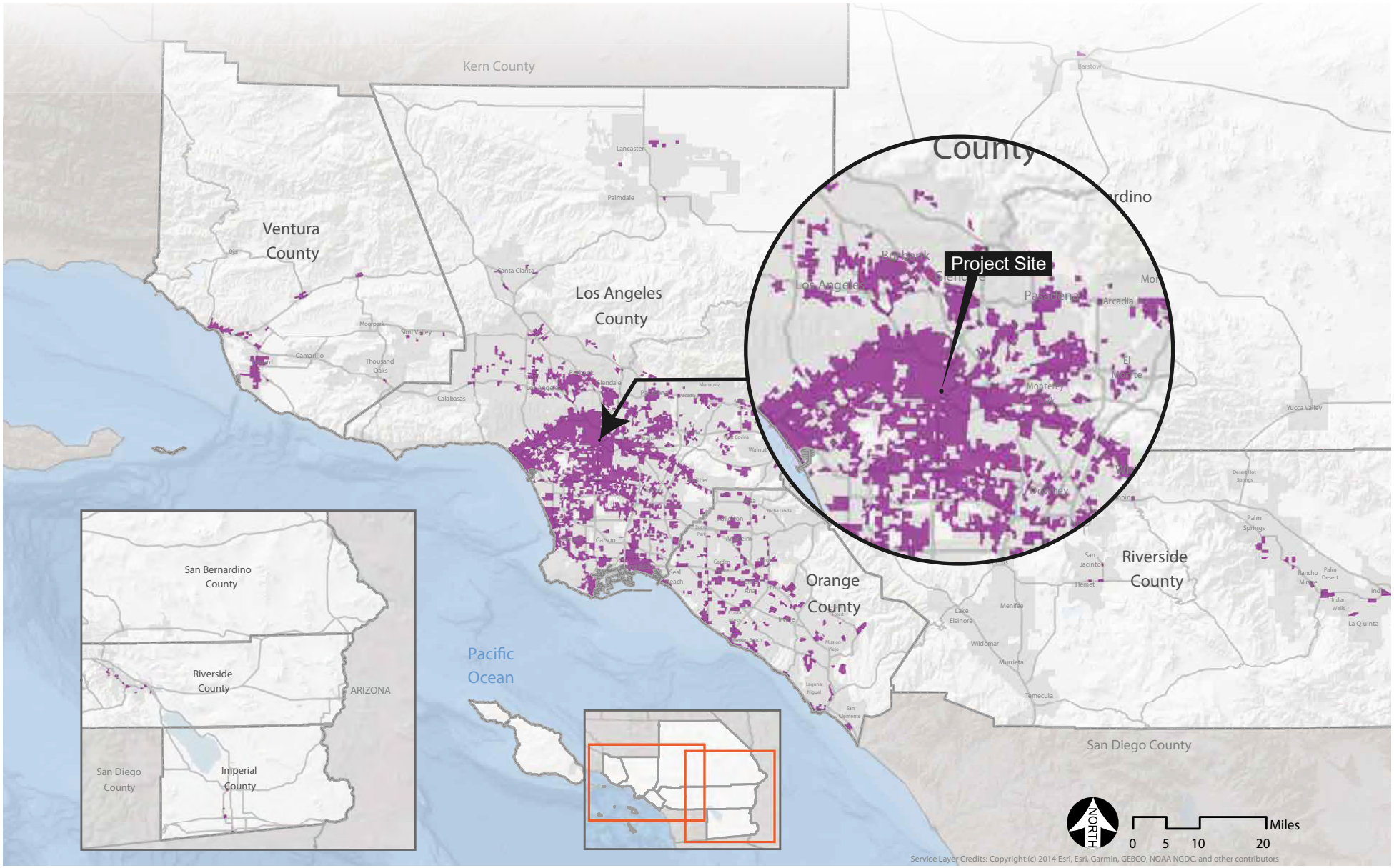
High Quality Transit Areas (2045)

HQTA

Note: SCAG's High Quality Transit Area (HQTA) is within one-half mile from major transit stops and high quality transit corridors (HQTC). SCAG identifies major transit stops and HQTCs using the methodology described in the Transit Technical Report. Major transit stops and HQTCs are extracted from 2045 plan year data of Connect SoCal.

Exhibit 3.8
Priority Growth Area - High Quality Transit Areas

Source: County Transportation Commissions, SCAG, 2019



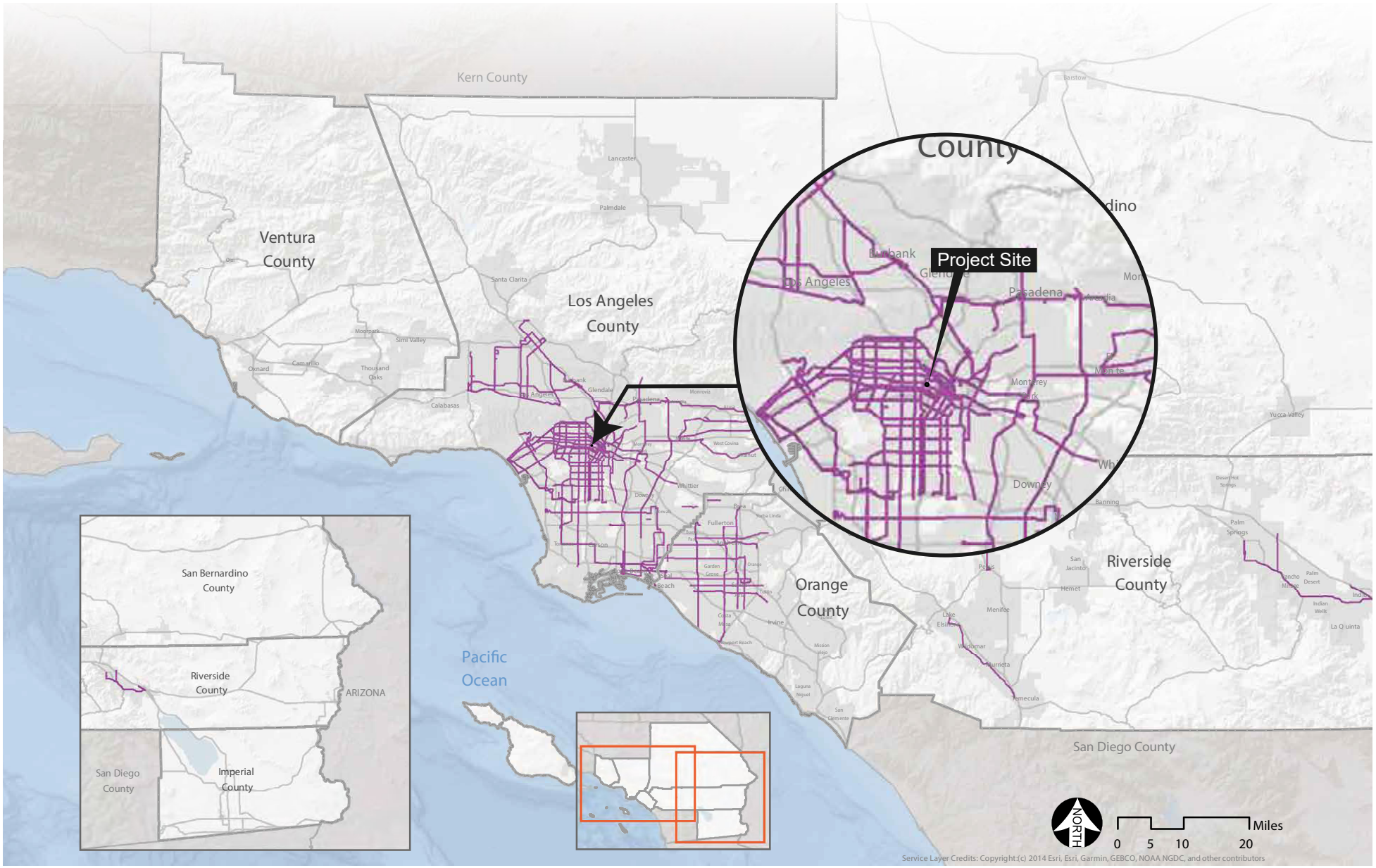
Neighborhood Mobility Areas (NMA)

NMA

Note: Neighborhood Mobility Areas (NMA) were identified by analyzing and assigning z-scores four measures at the Tier 2 TAZ level, and subsequently summing the z-scores. TAZs that scored at the 80th percentile or higher for the composite score were considered NMAs.

Exhibit 3.9
Priority Growth Area - Neighborhood Mobility Areas

Source: SCAG, 2019



Livable Corridors

Livable Corridors

Exhibit 3.10
Priority Growth Area - Livable Corridors

Source: SCAG, 2019

APPENDIX B
PROJECT CONSISTENCY WITH SCAG'S 2020-2045 RTP/SCS

As demonstrated in Table B-1, the Project would be substantially consistent with the Southern California Association of Governments' (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS).

Table B-1
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
Goal 1 Encourage regional economic prosperity and global competitiveness.	**Not Applicable.** This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct housing and neighborhood-serving commercial uses near sources of employment and shopping in an existing urban area, supporting the regional economic prosperity and global competitiveness of Southern California.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods	**Consistent.** The Project Site is located in a TPA and a HQTA just west of Downtown Los Angeles that provides opportunities for walking, biking, and public transportation, in a high-density urban center that includes sources of employment, shopping, and entertainment. In the Project Site vicinity, the Metro Red and Purple Lines have a stop at the Westlake/MacArthur Park Station, less than 0.5 miles northwest of the Project Site. The Project Site area is served by bus lines operated by Metro (lines 28, 66, and 728) and LADOT DASH. The Project includes infill development of the Project Site with a seven-story, 100,270-square-foot mixed-use building, 145 multi-family residential dwelling units (of which 15 would be set aside as Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses. Additionally, the Project includes design elements that would create bicycle and pedestrian-oriented amenities, including a total of 111 bicycle parking spaces (99 long-term spaces and 12 short-term spaces), which meets the LAMC's requirements for bicycle parking spaces. Given the fact that the Project would develop new residential units (including affordable units) and new employment within walking distance of existing transit stops and sources of employment,

Table B-1
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	shopping, and entertainment, the Project would provide accessibility for residents to use public transit for work and personal trips. Thus, the Project would encourage the utilization of transit, bicycling, and walking as modes of transportation to and from the Project Site and contribute to the productivity and use of the regional transportation system by providing a mixed-use development near transit. The Project is consistent with this goal.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable**. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 4 Increase person and good movement and travel choices within the transportation system.	**Consistent.** The Project would construct a mixed-use development within a walkable urban mixed-use neighborhood near existing sources of employment, shopping, and entertainment. The Project would include 99 long-term bicycle parking spaces and 12 short-term parking spaces. The Project Site is in close proximity to robust transit, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH. Thus, the Project would increase personal mobility and provide increased travel choices to residents.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project includes the infill development of a site located in a densely-developed area of the City, with 145 multi-family residential dwelling units (of which 15 would be set aside as Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses. The Project Site is in close proximity to sources of employment, shopping, entertainment, and transit lines, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH that would allow for users of the Project to travel via transit rather than via vehicle. In addition, the Project's inclusion of 111 bicycle parking spaces would encourage cycling as a mode of transportation. The Project would thereby

Table B-1
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	contribute to an overall reduction in VMT and associated GHG emissions.
Goal 6 Support healthy and equitable communities.	**Consistent.** The Project would construct a mixed-use development near existing sources of employment and shopping. Project residents and employees would be able to walk and bike to work/home and to shop. In addition, the Project Site's location near robust transit opportunities would further reduce dependence on automobile travel, reducing VMT and associated pollutant emissions. Also, the Project would include approximately 99 long-term bicycle parking stalls and 12 short-term bicycle parking spaces, which would encourage bicycling as a form of transportation. By developing new housing (including affordable housing) and facilitating alternatives to driving, the Project would support healthy and equitable communities.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent**. The Project includes construction of a mixed-use development on an infill site in an urbanized area of the City that is near several sources of transit. Also, the Project includes 111 bicycle parking spaces. This type of transit-oriented residential project helps to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutes that result in more efficient travel.	**Not Applicable.** This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Project includes construction of a mixed-use development, including 145 multi-family residential dwelling units (of which 15 would be set aside as Extremely Low Income units) and up to 2,000 square feet of neighborhood-serving commercial uses, on a site that is located in close proximity to transit, including Metro Red and Purple Lines, which have a stop at the Westlake/MacArthur Park Station less than 0.5 miles northwest of the Project Site, and Metro lines 28, 66, and 728 and LADOT DASH. Also, the Project includes 111 bicycle parking spaces, which would support residents who choose to travel via bicycle. Further, the Project Site is located in close proximity to sources of employment, shopping,

Table B-1
Consistency with SCAG's 2020-2045 RTP/SCS: Goals and Guiding Principles

Goals and Guiding Principles	Consistency Assessment
	and entertainment to which Project residents and employees could bike, walk, or use transit.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety, and that preserve the existing transportation system.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities..	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable.** This principle is directed toward SCAG that has the responsibility of monitoring the progress of the 2020-2045 RTP/SCS.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Source: Southern California Association of Governments, 2020-2045 RTP/SCS, September 2020.	

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UTILITY INFRASTRUCTURE TECHNICAL REPORT: WATER, WASTEWATER, AND ENERGY

SEPTEMBER 2020

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1. INTRODUCTION

1.1. PROJECT DESCRIPTION

The 0.77-acre Project Site is located at 905-919 Beacon Avenue in the Westlake Community Plan area of the City of Los Angeles (City). The Assessor Parcel Numbers (APNs) for the Project Site are 5137-001-002, -003, and 034. The Project Site is bound by James M Wood Boulevard/9th Street to the north, multi-family residential uses to the south, Beacon Avenue to the east, and commercial and multi-family residential uses to the west. The greater Project Site area is primarily developed with a mix of multi-family residential, commercial, and surface parking uses. Regional access to the Project Site area is provided via State Route 110 located approximately 0.5 miles to the east; and Interstate 10 located approximately 1.0 mile to the south. Local access to the Project Site is provided via Olympic Boulevard to the south, Burlington Avenue to the west, James M Wood Boulevard/9th Street to the north, and Beacon Avenue to the east.

The Project includes demolition and removal of the existing surface parking lot from the Project Site and development of the site with a seven-story, 120,080-square-foot mixed-use building, which would include 145 multi-family residential dwelling units and up to 2,000 square feet of retail uses. Of the 145 dwelling units, 15 units would be set aside as Extremely Low Income. The mix of dwelling units would include 20 studios, 111 1-bedrooms, and 14 2-bedrooms. The building would reach a maximum height of 93 feet.

1.2. SCOPE OF WORK

As a part of the environmental clearance pursuant to the California Environmental Quality Act (CEQA) for the Project, the purpose of this report is to analyze the potential impact of the Project to the existing water, wastewater, and energy infrastructure systems.

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 while complying with Local, State, and Federal 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 2015 UWMP outlines the City's long-term water resources management strategy. The 2015 UWMP was approved by the LADWP Board of Water and Power Commissioners on June 7, 2016.

- 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.

As this project is a mixed-use building which anticipates 145 dwelling units and 2,000 square feet of retail space and does not meet any of the above criteria, a WSA is not anticipated for this project.

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 Regional Sanitary Sewer System. To comply with Waste Discharge Requirements (WDRs), a Sewer System Management Plan (SSMP) was prepared for each of these systems.

The Development Site lies within the Hyperion Service Area served by the Hyperion Sanitary Sewer System. In January 2019, a Sewer System Management Plan (SSMP) was prepared for the Hyperion Sanitary Sewer System pursuant to the State Water Resources Control Board's (SWRCB) May 2, 2006 Statewide General Waste Discharge Requirements (WDRs)[1].

Sewer permit allocation for projects that discharge into the Hyperion Treatment Plant is regulated by Ordinance No. 166,060 adopted by the City 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 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

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

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, laterals sewers, which are sewers 18 inches or less in diameter, must be designated for a planning period of 100 years. The Special Order also requires that sewers be designated 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, which incorporates a Wastewater Facilities Plan.[3] The Integrated Resources Program 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 addition, the Bureau of Sanitation and LADWP have collaborated to develop The *One Water LA 2040 Plan* (Plan). The Plan takes a holistic and collaborative approach to consider all of the City's water resources from surface water, groundwater, potable water, wastewater, recycled water, dry-weather runoff, and stormwater as "One Water." The Plan also identifies multi-departmental and multi-agency integration opportunities to manage water in a more efficient, cost effective, and sustainable manner. The Plan represents the City's continued and improved commitment to proactively manage all its water resources and implement innovative solutions, driven by the Sustainable City pLAn. The Plan will help guide strategic decisions for integrated water projects, programs, and policies within the City.[4]

As part of the Plan, an updated Wastewater Facilities Plan (WWFP) was developed. The purpose of the WWFP is to guide LASAN with its decision making related to the implementation of system improvements to its wastewater collection and treatment facilities. The WWFP provides the underlying documentation to make informed decisions when considering investments to repair, replace, or enhance existing facilities and construct new water conveyance or treatment facilities through year 2040. This WWFP is an update of the Wastewater Facilities Plan that was included in the 2006 Water Integrated Resources Plan (Water IRP). This WWFP incorporates expansions, upgrades, and enhancements made since 2006 and builds upon Los Angeles Department of Water and Power's (LADWP) 2015 Urban Water Management Plan (UWMP). It is anticipated that the WWFP will be updated in approximately ten years to incorporate

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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 One Water LA 2040 Executive Summary, http://www.onewaterla.org

system modifications as well as changes in flow conditions, regulatory framework, and overall vision for wastewater system operations and water reuse.

The WWFP provides recommendations for each plant on how to best utilize the water reuse opportunities and provide environmental stewardship. Among the water reuse opportunities explored are non-potable reuse (NPR) and potable reuse, groundwater augmentation, raw water augmentation, and treated water augmentation. The WWFP used a trigger-based CIP process for the future integration opportunities, which is similar to the approach that was used for the IRP.[5]

2.3. ENERGY

2.3.1. ELECTRICITY

The *2017 Power Strategic Long-Term Resource Plan* (SLTRP) [6] 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 recommended case with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent renewable portfolio standard by 2050.

The 2017 SLTRP provides detailed analysis and results of several new PIRP resource cases which investigated the economic and environmental impact of increased local solar and various levels of transportation electrification. In analyzing the PIRP cases and recommending a strategy to best meet the future electric needs of Los Angeles, the 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 their 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 our 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

[5] One Water LA 2040, Volume 2; https://www.lacitysan.org/cs/groups/sg_owla/documents/document/y250/mdi2/~edisp/cnt026205.pdf

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

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.

2.3.2. NATURAL GAS

The *2018 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 0.5 percent per year from 2018 to 2035. The forecast decline is a combination of moderate growth in the Natural Gas Vehicle (NGV) market and across-the-board declines in all other market segments: residential, commercial, electric generation, and industrial markets.

Residential gas demand is expected to decrease at an annual average rate of 1.4 percent. Demand in the commercial and industrial markets are expected to decline at an annual rate of 0.2 percent. Aggressive energy efficiency programs make a significant impact in managing growth in the residential, commercial, and industrial markets. For the purpose of load-following as well as backstopping intermittent renewable resource generation, gas-fired generation will continue to be the primary technology to meet the ever-growing demand for electric power.

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

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

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.[8]

Last, California Global Warming Solutions Act of 2006 (SB 32) requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.[9]

3. ENVIRONMENTAL SETTING

The 905 Beacon Avenue Project Site is approximately 33,844 square feet and is associated with Assessor's Parcel Numbers 5137-001-034, 5137-001-002, and 5137-001-003. The Project is bound by Beacon Ave to the east, James M Wood Boulevard to the north, and existing structures to the south and west. The existing Site is a parking lot.

3.1. WATER

LADWP is responsible for providing water supply to the City while complying with County, State, and Federal regulations.

3.1.1. REGIONAL

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. In recent years, however, the amount of water supplies from the Los Angeles Aqueduct has been limited due to environmental concerns, and the City's water supply relied heavily (average of 57% in recent years) on the purchased water from MWD delivered from the Colorado River or from the Sacramento-San Joaquin Delta. Local ground water has been a reliable water source, providing an average of 12% of the total water supply, but there have been concerns in recent years due to declining groundwater level and contamination issues. Lastly, the City's recycled water supply is limited to specific projects within the City at this time.[10]

3.1.2. LOCAL

LADWP maintains water infrastructure to the Project Site. Based on available record data provided by NavigateLA, there appears to be a 12" water main in James M Wood Boulevard, and an 8" water main in Beacon Avenue. The Project is anticipated to consist of connections in James M Wood Boulevard to serve the proposed building.

The existing condition is a parking lot and does not appear to have water meters serving the Site. It is expected that new connections will be installed to meet all Fire Department

8 C.A. Legislative Assembly, SB 32, 2015-2016.
9 C.A. Legislative Assembly, SB 32, 2015-2016.
10 LADWP, 2015 Urban Water Management Plan, October 2016.

and Department of Building and Safety regulations to serve the proposed building. Multiple public fire hydrants exist in the vicinity of the Development Site. It is assumed that the existing condition does not have any water demand.

3.2. WASTEWATER

3.2.1. REGIONAL

The Bureau of Sanitation (BOS) operates and maintains the wastewater treatment, reclamation and collection facilities serving most of the City of Los Angeles incorporated areas as well as several other cities and unincorporated areas in the Los Angeles basin and San Fernando Valley. The collection infrastructure consists of over 6,700 miles of local, trunk, mainline and major interceptor sewers, five major outfall sewers, and 46 pumping plants. The wastewater generated by the Project ultimately flows to the Hyperion Treatment Plant (HTP) System. The existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.[11]

3.2.2. LOCAL

Sanitary sewer is provided by the City of Los Angeles Bureau of Sanitation (BOS). The Project currently has sewer wye connections in Beacon Avenue and James M Wood Boulevard. Table 1 below summarizes the existing sewer mains capable of serving the Project:

Table 1 – Estimated Sewer Facilities

Main in:	Size / Material	Slope (%)	50% d/D Capacity (GPD)
Beacon Avenue	8” Vitrified Clay	4.4	757,980
James M Wood Boulevard	8” Vitrified Clay	1.5	436,615
11th Street	8” Vitrified Clay	1.5	447,032

The City sewer network ultimately conveys wastewater to the Hyperion Sewage Treatment Plant.

As the existing condition is a parking lot without bathrooms, it is understood that no wastewater is generated by the Project in its existing condition.

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

3.3. ENERGY

3.3.1. ELECTRICITY

LADWP is responsible for providing power supply to the City while complying with County, State, and Federal regulations.

3.3.1.1. REGIONAL

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.[12]

3.3.1.2. LOCAL

Based on a visual inspection, it appears that electric power service from LADWP is available via overhead power lines in James M Wood Boulevard. Table 2 below details the existing electrical demands:

Table 2 - Estimated Existing Electrical Demand

Connection To:	Facility	Quantity	Electricity Demand[(a)] (kWhr/yr)[(b)]
Existing Development Site	Parking Lot	33,844 SF	11,845.4
Existing Total Electricity Demand for Development Site			11,845.4

[(a)] The average projected load based on estimates from CalEEMod.

[(b)] 1 kW (kilowatt) = 1,000 Watts.

3.3.2. NATURAL GAS

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

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

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 also 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.[13]

3.3.2.2. LOCAL

Based on substructure maps provided by the City's Navigate LA database, there appear to be gas mains in Beacon Ave and James M Wood Boulevard. As mentioned above, the existing condition is a parking lot, and as such it is understood that no significant gas demands exist.

4. SIGNIFICANCE THRESHOLDS

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 with regard to water supply. 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 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?

In the context of the above questions from the Appendix G of the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide (*L.A. CEQA Thresholds Guide*) states that the determination of significance with regard to impacts on water shall be made on a case-by-case basis, considering the following factors:

- The total estimated water demand for the project;

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

- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;

- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and

- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based on these factors, the Project would have a significant impact if the City's water supplies would not adequately serve the Project or water distribution capacity would be inadequate to serve the proposed use after appropriate infrastructure improvements have been installed.

4.2. WASTEWATER

Appendix G of the CEQA Guidelines provides a set of sample questions that address impacts with regard to 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 could 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?

In the context of the above questions from the CEQA Guidelines, the *L.A. CEQA Thresholds Guide* states that a project would normally have a significant wastewater impact if:

- The project would cause a measureable increase in wastewater flows at a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or

- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

These thresholds are applicable to the Project and as such are used to determine if the Project would have significant wastewater impacts.

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?

In the context of the above thresholds, the *L.A. CEQA Thresholds Guide* states that a determination of significance shall be made on a case-by case basis, considering the following factors:

- The extent to which the project would require new (off-site) energy supply facilities and distribution infrastructure; or capacity enhancing alterations to existing facilities;
- Whether and when the needed infrastructure was anticipated by adopted plans; and
- The degree to which the project design and/or operations incorporate energy conservation measures, particularly those that go beyond City requirements.

Based on these factors, the Project would have a significant impact on energy resources if the project would result in an increase in demand for electricity or natural gas that

exceeds available supply or distribution infrastructure capabilities, or the design of the project fails to incorporate energy conservation measures that go beyond existing requirements.

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 is based on the *L.A. CEQA Thresholds Guide*. This methodology 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 Development Site, including the type of facilities, location and sizes, and any planned improvements.
- Description of the water conditions for the Project area 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 120 percent of the BOS sewerage generation factors.

LADWP performed a hydraulic analysis of their water system to determine if adequate fire flow is available to the fire hydrants surrounding the Development Site. LADWP's approach consists of analyzing their water system model near the Development Site. Based on the results, LADWP determines whether they can meet the project fire hydrant flow needs based on existing infrastructure. See Exhibit 1 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 James M Wood Boulevard.

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 is based on the *L.A. CEQA Thresholds Guide*. This methodology 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;
- 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 area.

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.

Pursuant to LAMC Section 64.15, BOS Wastewater Engineering Division made preliminary analyses of the local and regional sewer conditions to determine if available wastewater conveyance and treatment capacity exists for future development of the Development Site. BOS'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 BOS preliminary analysis. Refer to Exhibit 3 for the Sewer Capacity Availability Report (SCAR) results, as well as a Wastewater Service Information (WWSI) Response Letter prepared by the City of Los Angeles Bureau of Sanitation providing additional context and evaluation, showing feasibility in accommodating the Project.

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 is based on the *L.A. CEQA Thresholds Guide*. This methodology 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 Development 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.

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.

6. PROJECT IMPACTS

6.1. CONSTRUCTION

6.1.1. WATER

Water demand for construction of the Project 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 Development 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. 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. Prior to ground disturbance, Project contractors would coordinate with LADWP to identify the locations and depth of all lines. Further, LADWP 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. Therefore, Project impacts on water associated with construction activities would be less than significant.

6.1.2. WASTEWATER

Construction activities for the Project would not result in wastewater generation as construction workers would typically utilize portable restrooms, 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.

The Project will require construction of new on-site infrastructure to serve the new buildings. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for connections to public infrastructure. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main. No upgrades to the public main are anticipated. 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. Therefore, Project impacts on wastewater associated with construction activities would be less than significant.

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 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. Nevertheless, conservative analysis for both fire suppression and domestic water flows has been completed by LADWP for the Project. See Exhibit 1 and Exhibit 2 for the results of the IFFAR and SAR, respectively, which together demonstrate that adequate water infrastructure capacity exists.

6.2.1.2. FIRE WATER DEMAND

According to information available in Navigate LA, the Project is currently zoned as "Highway Oriented Commercial". Based on fire flow standards set forth in Section

57.507.3 of the LAMC, the Project appears to fall within the "Community Commercial" category, which has a required fire flow of 4,000 to 6,000 gallons per minute (gpm) from four to six hydrants flowing simultaneously with a residual pressure of 20 pounds per square inch (psi). This translates to a required flow of 1,000 gpm for each hydrant. An IFFAR was submitted to LADWP regarding available fire hydrant flow to demonstrate compliance. The results indicate six hydrants flowing simultaneously with 1,500 gpm each. The results show that the Development Site currently has adequate fire flow available to demonstrate compliance with Section 57.507.3 of the LAMC.

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.

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.

6.2.1.3. DOMESTIC WATER DEMAND

Water consumption estimates have been prepared based on 120 percent of the City of LA Bureau of Sanitation sewerage generation factors for commercial categories and are summarized in Table 3 below. As mentioned, 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 Project's impacts on water supply would be less than significant.

Table 3 – Estimated Proposed Water Consumption				
Building Use	**Water Consumption (GPD)[a]**	**Units**	**Quantity**	**Total Consumption (GPD)**
Residential: Apt - Bachelor	90	DU	20	1,800
Residential: Apt – 1 BDR	132	DU	111	14,652
Residential: Apt - 2 BDR	180	DU	14	2,520
Retail Area (Less than 100,000 SF)	60	KGSF	2,000	120
Swimming Pool	600	N/A	1	600
Total Estimated Proposed Water Consumption			TOTAL (GPD)	19,692
[a] The average daily flow based on 120% of City of Los Angeles sewerage generation factors.				

6.2.1.4. SEWER GENERATION

In accordance with the *L.A. CEQA Thresholds Guide*, 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 16,360 gallons per day (gpd) of wastewater. Wastewater generation estimates have been prepared based on the City of LA Bureau of Sanitation sewerage generation factors for residential and commercial categories and are summarized in Table 4 below.

Table 4 – Estimated Proposed Wastewater Generation				
Building Use	**Sewage Generation (GPD)[a]**	**Units**	**Quantity**	**Total Generation (GPD)**
Residential: Apt - Bachelor	75	DU	20	1,500
Residential: Apt – 1 BDR	110	DU	111	12,210
Residential: Apt - 2 BDR	150	DU	14	2,100
Retail Area (Less than 100,000 SF)	25	KGSF	2,000	50
Swimming Pool[b]	500	N/A	1	500
Total Estimated Proposed Wastewater Generation			TOTAL (GPD)	16,360
[a] The average daily flow based on 100% of City of Los Angeles sewerage generation factors.				

A Sewer Capacity Availability Request (SCAR) and a Wastewater Services Information request (WWSI) were submitted to see whether the existing public infrastructure can accommodate the Project. The Bureau of Engineering and Bureau of Sanitation have analyzed the Project demands in conjunction with existing conditions and forecasted growth. Refer to Exhibit 3 for the SCAR, will-serve letter from the Bureau of Engineering, and response letter from the Bureau of Sanitation – Wastewater Engineering Services Division.

It is anticipated that the Project will make multiple connections to the public sewer system. During the course of design and permitting, the exact locations of the points of connection will be determined. Table 5 below shows the anticipated wastewater generation relative to the available pipe's capacity.

Table 5 – Estimated Impact to Wastewater Facilities

Main in:	**50% d/D Capacity (GPD)**	**Proposed Flow (% of Capacity)**
Beacon Avenue	757,980	2.2%
James M Wood Boulevard	436,615	3.7%
11th Street	447,032	3.7%

The approved SCAR allocates an anticipated 50% of flow to the sewers in Beacon Avenue and James M Wood Boulevard, both of which currently have sufficient capacity to accommodate the loading. Due to this fact and the Response Letter generated by the Bureau of Engineering-Wastewater Engineering Services Division, impacts on wastewater infrastructure would be less than significant.

As further discussed below, 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).[14] The Project's proposed wastewater generation is approximately 0.016 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. As indicated in the Response Letter, the Hyperion Treatment Plant is understood to have sufficient capacity to serve the Project. Consequently, impacts on wastewater treatment capacity are less than significant.

[14] 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 July 8, 2020.

6.2.2. ENERGY

6.2.2.1. 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 Table 6 below.

Table 6 - Estimated Proposed Electrical Demand

Connection To:	Facility	Quantity	Electricity Demand[(a)] (kWhr/yr)[(b)]
Proposed Development Site	Residential[(c)]	145 DU	586,985
	Enclosed Parking with Elevator	190 Spaces	445,360
	Retail[(d)]	2,000 SF	27,000
Total Proposed Electricity Demand for Development Site			1,059,345
Existing Total Electricity Demand for Development Site			11,845.4
Net Increase in Electricity Demand for Development Site Due to Project			1,047,499.6

[(a)] The average projected load based on estimates from CalEEMod.

[(b)] 1 kW (kilowatt) = 1,000 Watts.

[(c)] All residential units classified as "Apartments Mid-Rise"

[(d)]All retail space classified as "Convenience Market (24 Hour)"

A Will Serve letter 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.

6.2.2.2. NATURAL GAS.

The Project will increase the demand for natural gas resources. Based on analysis performed using CalEEMod software, the estimated projected natural gas loads are provided in Table 7 below.

Table 7 - Estimated Proposed Natural Gas Demand			
Connection To:	Facility	Quantity	Natural Gas Demand[a] (cf/yr)
Proposed Development Site	Residential[b]	145 DU	1,942,440
	Enclosed Parking with Elevator	190 Spaces	0
	Retail[c]	2,000 SF	3,280
Total Proposed Natural Gas Demand for Development Site			1,945,720
Existing Total Natural Gas Demand for Development Site [ASSUMED]			0
Net Increase in Natural Gas Demand for Development Site Due to Project			1,945,720

[a] The average projected load based on estimates from CalEEMod. 1 cf = 1.026 kBTU.

[b] All residential units classified as "Apartments Mid-Rise"

[c] All retail space classified as "Convenience Market (24 Hour)"

A Will Serve letter 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.

6.3. CUMULATIVE IMPACTS

6.3.1 WATER

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 2015 UWMP prepared by LADWP accounts for existing development within the City, as well as projected growth through the year 2040.

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 2015 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 2015 UWMP process and the City's Securing L.A.'s Water Supply, 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.

Compliance of the Project and future development projects with regulatory requirements that promote water conservation such as the Los Angeles Municipal Code, including the City's Green Building Code, as well as AB 32, would also assist in assuring that adequate water supply is available on a cumulative basis.

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. Therefore, cumulative impacts on water supply would be less than significant.

6.3.2 WASTEWATER

The Proposed Project will result in the additional generation of sewer flow. However, as discussed above the Bureau of Sanitation will conduct an analysis of existing and planned 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 Sewer Capacity Availability Request to the Bureau of Sanitation as part of the related project's development review. Impact determination will be provided for each project following the completion of the SCAR analysis. If system upgrades are required as a result of a given project's additional flow, arrangements would be made between the related project and the Bureau of Sanitation to construct the necessary improvements.

Wastewater generated by the Proposed Project would be conveyed via the existing wastewater conveyance systems for treatment at the Hyperion Treatment Plant system. As previously stated, based on information from the Bureau of Sanitation, the existing design capacity of the Hyperion Service Area is approximately 550 million gallons per day (mgd) and the existing average daily flow for the system is approximately 260 mgd.[15] The estimated wastewater generation of the Proposed Project (16,360 gpd) is less than the available capacity in the system and roughly 0.3% of the allotted annual wastewater flow increase for the Hyperion Treatment Plant. It is expected that the related projects would also be required to adhere to the Bureau of Sanitation's annual wastewater flow increase allotment.

Based on these forecasts the Project's increase in wastewater generation would be adequately accommodated within the Hyperion Service Area. In addition, the City Bureau of Sanitation's analysis confirms that the Hyperion Treatment Plant has sufficient

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

capacity and regulatory allotment for the Proposed Project. Thus, operation of the Project would have a less than significant impact on wastewater treatment facilities.

6.3.3 ENERGY

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.[16] Based on the Project's estimated net new electrical consumption of 1.05 GWh/year, the project 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

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

applicants would be required to provide for the needs of their individual projects, thereby 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.

Buildout of the Project and related projects 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.[17] The Project would account for 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 to water, wastewater, or energy infrastructure for this Project.

[17] California Gas and Electric Utilities, 2018 California Gas Report, p. 103.

EXHIBITS

EXHIBIT 1

LADWP "Information of Fire Flow Availability Request" (IFFAR) Results

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

INFORMATION OF FIRE FLOW AVAILABILITY

LAFD Fire Flow Requiremen: 4000 GPM to 6000 GPM from four to six hydrants flowing simultaneously

Water Service Map No.: _____
LAFD Signature: _____
Date Signed: _____

Applicant: Dan Haefeli
Company Name: KPFF Consulting Engineers
Address: 700 South Flower St., Los Angeles, CA 90017
Telephone: 213-418-0201
Email Address: daniel.haefeli@kpff.com

	F-15400	F-15704	F-6821
Location:	Beacon Ave	Beacon Ave	Beacon Ave
Distance from Neareast Pipe Location (feet):	10	46	14
Hydrant Size:	2 1/2 X 4D	4D	2 1/2 X 4D
Water Main Size (in):	8	8	8
Static Pressure (psi):	61	61	64
Residual Pressure (psi):	24	24	28
Flow at 20 psi (gpm):	1500	1500	1500

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. W20200716008

Project Site Address: 905 Beacon Ave Los Angeles, CA 90015

Please flow all six hydrant simultaneously. See sheet 2 for additional hydrants.

Water Purveyor: **Los Angeles Department of Water & Power**

Date: 08/05/2020

Signtature: _____

Title: Civil Engineering Associate

Requests must be made by submitting this completed application, along with a $230.00 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
P.O. Box 51111 - Room 1425
Los Angeles, CA 90051-5700

*** If you have any questions, please contact us at (213) 367-2130 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

LAFD Fire Flow Requiremen: 4000 GPM to 6000 GPM from four to six hydrants flowing simultaneously

Water Service Map No.: _____

LAFD Signature: _____

Date Signed: _____

Applicant: Dan Haefeli

Company Name: KPFF Consulting Engineers

Address: 700 South Flower St., Los Angeles, CA 90017

Telephone: 213-418-0201

Email Address: daniel.haefeli@kpff.com

	F-6785	F-6784	F-6786
Location:	James M Wood Blvd	James M Wood Blvd	James M Wood Blvd
Distance from Neareast Pipe Location (feet):	13.5	15	24
Hydrant Size:	4D	4D	4D
Water Main Size (in):	12	12	12
Static Pressure (psi):	54	52	57
Residual Pressure (psi):	35	34	41
Flow at 20 psi (gpm):	1500	1500	1500

NOTE: Data obtained from hydraulic analysis using peak hour.

Remarks:

ECMR No. W20200716008

Project Site Address: 905 Beacon Ave Los Angeles, CA 90015

Please flow all six hydrant simultaneously. See sheet 1 for additional hydrants.

Water Purveyor: **Los Angeles Department of Water & Power**

Date: 08/05/2020

Signtature: _____

Title: Civil Engineering Associate

Requests must be made by submitting this completed application, along with a $230.00 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
P.O. Box 51111 - Room 1425
Los Angeles, CA 90051-5700

*** If you have any questions, please contact us at (213) 367-2130 or visit our web site at http://www.ladwp.com.**

HYDRANT LOCATION EXHIBIT

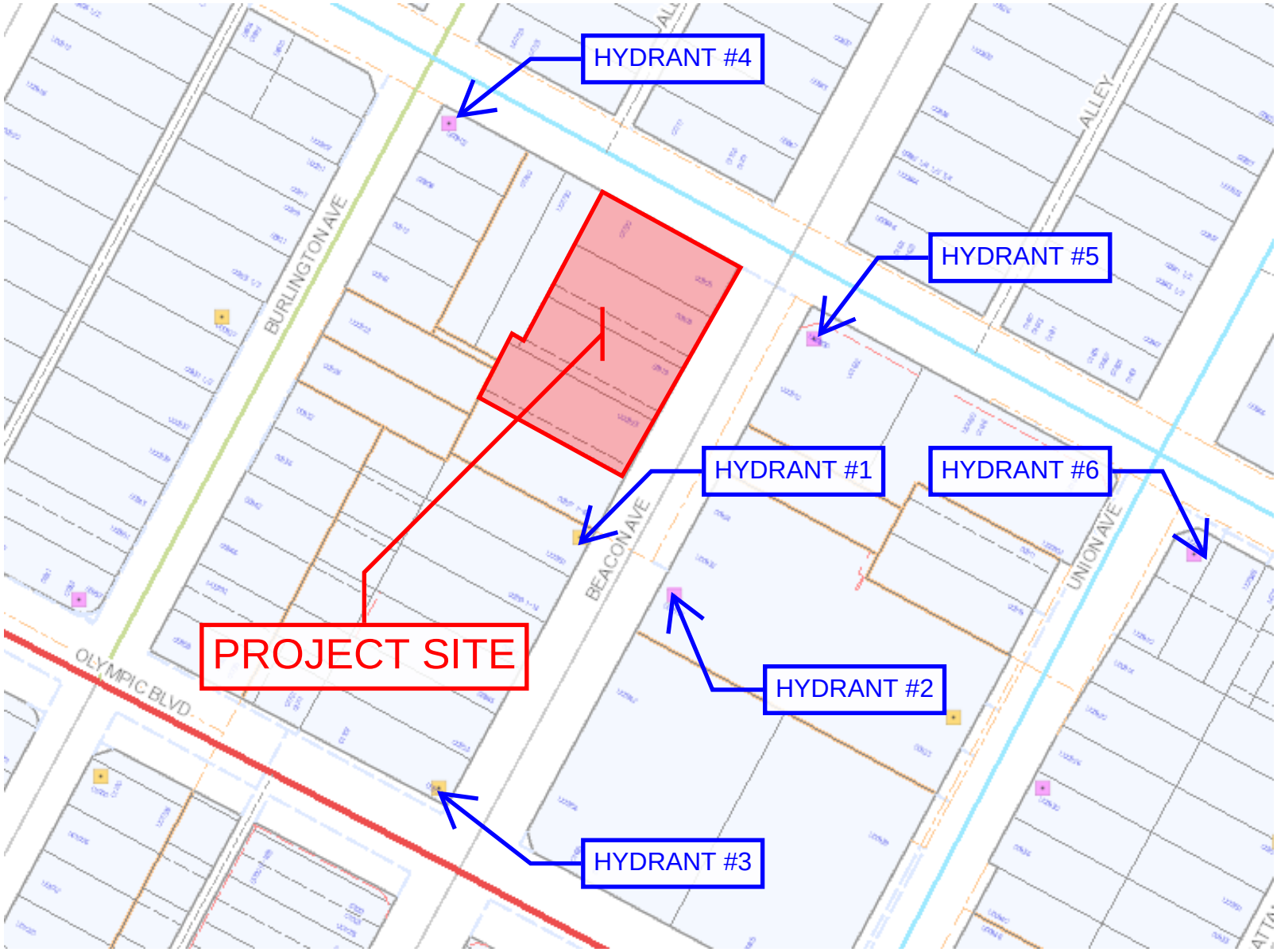

EXHIBIT 2

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 **86708**

Fire Service Pressure Flow Report

SERVICE NUMBER **634752**

For: **905 BEACON AVE** Approved Date: **7-16-2020**

Proposed Service **6 INCH** off of the

12 inch main in **JAMES M WOOD BLVD** on the **SOUTH** side approximately

110 feet **WEST** of **WEST** of **BEAON AVE** The System maximum pressure is

73 psi based on street curb elevation of **286** feet above sea level at this location.

The distance from the DWP street main to the property line is **23** 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	55				
455	54				
660	53				
825	52				
965	51				
1085	50				
1200	49				
1305	48				
1400	47				

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: Ok to sell combo with 6-in 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 07-16-20. Once the SAR expires, the applicant needs to re-apply and pay applicable processing fee.

For additional information contact the Water Distribution Services Section **CENTRAL (213) 367-1216**

DAJANI STRACHAN	**DAJANI STRACHAN**	**130-204**
Prepared by	**Approved by**	**Water Service Map**

July 1, 2020

Map No. 148-183

Mr. Daniel Haefeli
KPFF
700 South Flower Street, Suite 2100
Los Angeles, California 90017

Dear Mr. Haefeli:

Subject: Water Availability - Will Serve
APN: 5137-001-002, 003, & 034, Curlett Tract, Lots 1-4

This is in reply to your request regarding water availability for the above-mentioned location. This property can be supplied with water from the municipal system subject to the Water System rules of the Los Angeles Department of Water and Power (LADWP). It is also subject to all conditions set by LADWP.

Should you require additional information, please contact Ms. Cynthia Taylor at (213) 367-1306. Correspondence may be addressed to:

LADWP
P.O. Box 51111, Room 1425
Los Angeles, California 90051-5700

Sincerely,

Liz Gonzalez
Manager - Business Arrangements
Water Distribution Engineering

CT:rp
c: Ms. Cynthia Taylor

EXHIBIT 3

Sewer Capacity Availability Report (SCAR) Results and Will Serve Letter

City of Los Angeles "Wastewater Services Information" 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. **Sewer ejector use is prohibited.**

Job Address:	**905 S Beacon Ave**	Sanitation Scar ID:	**65-5283-0920**
Date Submitted	09/08/2020	Request Will Serve Letter?	Yes
BOE District:	Central District		
Applicant:	Dan Haefeli, KPFF		
Address:	700 S FLOWER STREET, SUITE 2100	City :	LOS ANGELES
State:	CA	Zip:	90017
Phone:	213-418-0201	Fax:	
Email:	daniel.haefeli@kpff.com	BPA No.	20010-10000-01124
S-Map:	516	Wye Map:	129A201-B

SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	JAMES M WOOD BLVD	51605034	51605171	8	50.00	8,180 GPD
2	BEACON AVE	51605062	51605066	8	50.00	8,180 GPD

Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	RESIDENTIAL: APT - BACHELOR	75	DU	20	1,500
2	RESIDENTIAL: APT - 1 BDRM. *6	110	DU	111	12,210
3	RESIDENTIAL: APT - 2 BDRMS *6	150	DU	14	2,100
4	RETAIL AREA (LESS THAN 100,000 SF)	25	KGSF	2,000	50
5	SWIMMING POOL (COMMERCIAL WITH BACKWASH FILTERS)		GPD	500	500
			Proposed Total Flow (gpd):		**16,360**

Remarks: 1): Approved for the maximum allowable capacity of 16,360 GPD (11.36 gpm). 2): Discharge as indicated on SCAR notes. 3): IWMD Permit required.

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

Date Processed:	09/21/2020	Expires On:	03/20/2021

Scar Request Number: 3679

Processed by:	Albert Lew Bureau of Sanitation Phone: 323-342-6207 Sanitation Status: Approved Reviewed by: Sunbula Azieh on 09/21/2020	Submitted by:	AVALYN KAMACHI Bureau of Engineering Central District Phone: 213-482-7030

Fees Collected	No	SCAR FEE (W:37 / QC:704)	$1,430.00
Date Collected	09/15/2020	SCAR Status:	**Completed**

Scar Request Number: 3679

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: 3679

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

09/21/2020

DAN HAEFELI, KPFF
700 S FLOWER STREET, SUITE 2100
LOS ANGELES, CA, 90017

Dear Dan Haefeli, KPFF,

SEWER AVAILABILITY: 905 S Beacon Ave

The Bureau of Sanitation has reviewed your request of 09/08/2020 for sewer availability at **905 S BEACON AVE**. Based on their analysis, it has been determined on 09/21/2020 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. **Sewer ejector use is prohibited.**

Scar Request Number: 3679

Sincerely,

AVALYN KAMACHI
CIVIL ENGINEERING ASSOCIATE III
Central District, Bureau of Engineering

CITY OF LOS ANGELES
CALIFORNIA

WASTEWATER ENGINEERING SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

July 17, 2020

Mr. Daniel Haefeli, Project Manager
KPFF Consulting Engineers
700 S Flower Street, #2100
Los Angeles, CA 90017

Dear Mr. Haefeli,

905 BEACON AVENUE UPDATE - REQUEST FOR WASTEWATER SERVICES INFORMATION .

This is in response to your July 1, 2020 letter requesting a review of your proposed mixed-use project located at 905 South Beacon Avenue, Los Angeles, CA 90015. The project will consist of residential and retail use. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential: APT- Bachelor	75 GPD/ DU	20 DU	1,500
Residential: APT- 1 BDRM	110 GPD/ DU	111 DU	12,210
Residential: APT- 2 BDRM	150 GPD/DU	14 DU	2,100
Retail	50 GPD/1000 SQ.FT	2,000 SQ.FT	100

Swimming Pool	7.48 GAL/1 CU.FT	3,200 CU.FT	23,936
Total			**39,846**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on S Beacon Ave. The sewage from the existing 8-inch line feeds into a 45-inch line on 11th St before discharging into a 63-inch sewer line on 11th St. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch lines and the 45-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Beacon Ave.	*	757,980 GPD
8	11TH St.	*	447,032 GPD
45	11TH St.	*	14.96 MGD
63	11TH St.	27	21.80 MGD

* No gauging available

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI,

Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect

associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

AP/CD: sa

Attachment: Figure 1 - Sewer Map

c: Shahram Kharaghani, LASAN
Michael Scaduto, LASAN
Wing Tam, LASAN
Christopher DeMonbrun, LASAN

EXHIBIT 4

LADWP Approved Power Will-Serve Letter

8 - INCH
8 - INCH
66 - INCH
63 - INCH
JAMES M WOOD BLVD
W OLYMPIC BLVD
W 11TH ST
W 11TH PL
W 10TH PL
W 12TH ST
W 12TH PL
W 14TH ST
W 8TH PL
W 7TH ST
W 8TH ST
W PICO BLVD
S LAKE ST
S ALVARADO ST
S BONNIE BRAE ST
S BURLINGTON AV
S WESTLAKE AV
BEACON AV
GRATTAN ST
VALENCIA ST
ALBANY ST
BLAINE ST
CONNECTICUT ST
OVERTON ST
SUNBURY ST
GREEN AV
COLUMBIA AV
LINWOOD AV
VALENCIA ST
WITMER ST
HARTFORD AV
GARLAND AV
LUCAS AV
S BIXEL ST
GOLDEN AV
ALBANY ST
POWER ST PL
ALVARADO TER
CONSTANCE ST
CHERRY ST
CHICK HEARN CT
EORGIA ST
HARBOR FRWY & TRANSIT WY
SR-110 S EXIT 22A
SR-110 S EXIT 21
SR-110 N EXIT 22

Legend

- Project Location
- Discharge
- Secondary Lines
- Primary Lines

Gauges, d/D

DD

- < 0.25
- 0.25 - 0.50
- 0.50 - 0.75
- > 0.75

Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
905 Beacon Avenue
Sewer Map

N
W
E
S

0 125 250 500 750 1,000
Feet

POWER NEW BUSINESS
DEVELOPMENT AND
TECHNOLOGY
APPLICATIONS DIVISION

SERVICE PLANNING & CUSTOMER
SUPPORT SUBSECTION

METROPOLITAN EAST SERVICE PLANNING
2633 Artesian Street, Suite 210, Los Angeles, CA 90031 (213) 367-6000 FAX: (213) 367-6027

Jeffrey T. Bergman
District Engineer

WILL SERVE

June 26, 2020

Mr. Dan Haefeli
700 South Flower Street, Suite 2100
Los Angeles, CA 90017

Dear Mr. Haefeli:

905 South Beacon Avenue
7-Story Residential Building

This is in response to your letter dated June 26, 2020 regarding electric service for the proposed project at the above address.

Electric service is available and will be provided in accordance with the Los Angeles 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. Jonathan Mota at (213) 367-6082.

Sincerely,

Jeff Bergman /LN

Jeffrey T. Bergman
District Engineer, Metro East Service Planning

c: Jonathan Mota
Area 205

EXHIBIT 5

SoCal Gas Approved Will-Serve Letter

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

July 14, 2020

Kpff
700 South Flower Street Suite 2100
Los Angeles, CA 90017
Attn: Dan Haefeli

Subject: Will Serve - 905 Beacon Ave Los Angeles, CA 90015

`

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,

Jason Sum

Jason Sum
Pipeline Planning Assistant
SoCalGas-Compton HQ

Carlberg ASSOCIATES

Horticulturists and
Registered Consulting
ARBORISTS

CITY OF LOS ANGELES TREE REPORT
905 BEACON AVENUE
LOS ANGELES, CALIFORNIA 90015

SUBMITTED TO:

DHS INVESTMENT COMPANY, LLC
DAVID PAGE, VP OF OPERATIONS
TRIUMPH MANAGEMENT
9601 WILSHIRE BOULEVARD, SUITE 560
BEVERLY HILLS, CALIFORNIA 90210

PREPARED BY:

CY CARLBERG
ASCA REGISTERED CONSULTING ARBORIST #405
ISA CERTIFIED ARBORIST #WE 0575A
ISA QUALIFIED TREE RISK ASSESSOR
CAUFC CERTIFIED URBAN FORESTER #013

JAMES SANCHEZ
ISA CERTIFIED ARBORIST #WE 9883A
ISA QUALIFIED TREE RISK ASSESSOR
CERTIFIED ENVIRONMENTAL HORTICULTURIST

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

JULY 31, 2020

CITY OF LOS ANGELES TREE REPORT

905 BEACON AVENUE, LOS ANGELES, CALIFORNIA

TABLE OF CONTENTS

Carlberg ASSOCIATES
Horticulturists and
Registered Consulting
ARBORISTS

July 31, 2020

DHS Investment Company, LLC
David Page, VP of Operations
Triumph Management
9601 Wilshire Boulevard, Suite 560
Beverly Hills, California 90210

Re: 905 Beacon Avenue, Los Angeles, California - City Rights-of-Way and Significant Tree Report

Dear Mr. Page,

This letter addresses our office's site visit of July 28, 2020 to the properties collectively known as 905 Beacon Avenue in the Pico/Union area of Los Angeles, California. We were retained to visit the properties, inventory the City rights-of-way trees and palms, and determine if any private property trees are considered protected by the City of Los Angeles Tree Preservation Ordinance No. 177,404.

There are two non-protected Mexican fan palms located on the privately-owned properties and ten City of Los Angeles rights-of-way trees and palms on Beacon Avenue and James M. Wood Boulevard. There is also a small citrus tree located adjacent to the south property line. The table on the following page sets forth the data for all trees and palms.

Based on Los Angeles Department of Transportation requirements for visual clearance and code requirements for driveway width, California fan palms ST4 and ST5 may require removal. This decision is dependent on the City's requirements and the distances from construction that the City's Urban Forestry's Division sets forth. Tree ST12 on James M. Wood Boulevard will require removal to accommodate ingress/egress.

There is one off-site citrus tree to the south that could potentially be affected by the proposed development. Any root or canopy pruning of this tree should be approved by the tree owner.

Please feel welcome to contact me at our Santa Monica office if you have any immediate questions or concerns.

Respectfully submitted,

Cy Carlberg, Registered Consulting Arborist
Principal, Carlberg Associates

Santa Monica Office
cy@cycarlberg.com

Santa Monica Office
828 Fifth Street, Suite 3
Santa Monica, California 90403
Office: 310.451.4804

Sierra Madre Office
80 West Sierra Madre Boulevard, #241
Sierra Madre, California 91024
Office: 626.428.5072

www.cycarlberg.com

TABLE 1 – TREE AND PALM INVENTORY

Tree #	Common Name	Botanical Name	*DBH(s) at 4.5 feet (inches)	Height (feet)	Canopy Spread (feet) N/E/S/W	Health Grade	Structure Grade	Protected Tree Y/N	Comments
1	Mexican fan palm	Washingtonia robusta	**BT-25'	30	7/7/7/7	B	B	No	
2	Mexican fan palm	*Washingtonia robusta*	BT-18'	20	1/1/1/1	D	C	No	almost dead, poorly pruned
ST3	California fan palm	*Washingtonia filifera*	BT-40'	45	6/6/6/6	B	B	Yes, City Street Tree	
ST4	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	C	Yes, City Street Tree	~12' column of fire damage to base of trunk. Damage is likely superficial
ST5	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	B	Yes, City Street Tree	
ST6	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	B	Yes, City Street Tree	
ST7	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	B	Yes, City Street Tree	
ST8	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	B	Yes, City Street Tree	
ST9	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	B	Yes, City Street Tree	
ST10	California fan palm	*Washingtonia filifera*	BT-45'	50	6/6/6/6	B	C	Yes, City Street Tree	12' column of fire damage to base of trunk
ST11	Australian willow	*Geijera parviflora*	1	10	7/0/0/3	B	B	Yes, City Street Tree	leans north, no stakes
ST12	Australian willow	*Geijera parviflora*	1	8	3/4/3/3	B	B	Yes, City Street Tree	Will require removal
OS13	Citrus	*citrus spp.*	2, 2, 2, 2	12	7/12/10/12	B-	B-	No, Off-Site Tree	4 trunks, overhangs 6', covered in vine

* **DBH** – diameter at breast height. A forestry term describing a tree trunk's diameter measured at 4.5 feet above grade. Often used as a representation of tree size.
**BT - Brown Trunk Height: Nursery Standard Measurement (from grade to the base of the newest emerging spear).

EXHIBIT A - AERIAL IMAGE OF SUBJECT PROPERTY

Aerial image of subject properties
905 Beacon Avenue
Los Angeles, California
Image Source: Zimas

N

EXHIBIT B - REDUCED COPY OT TREE LOCATION MAP

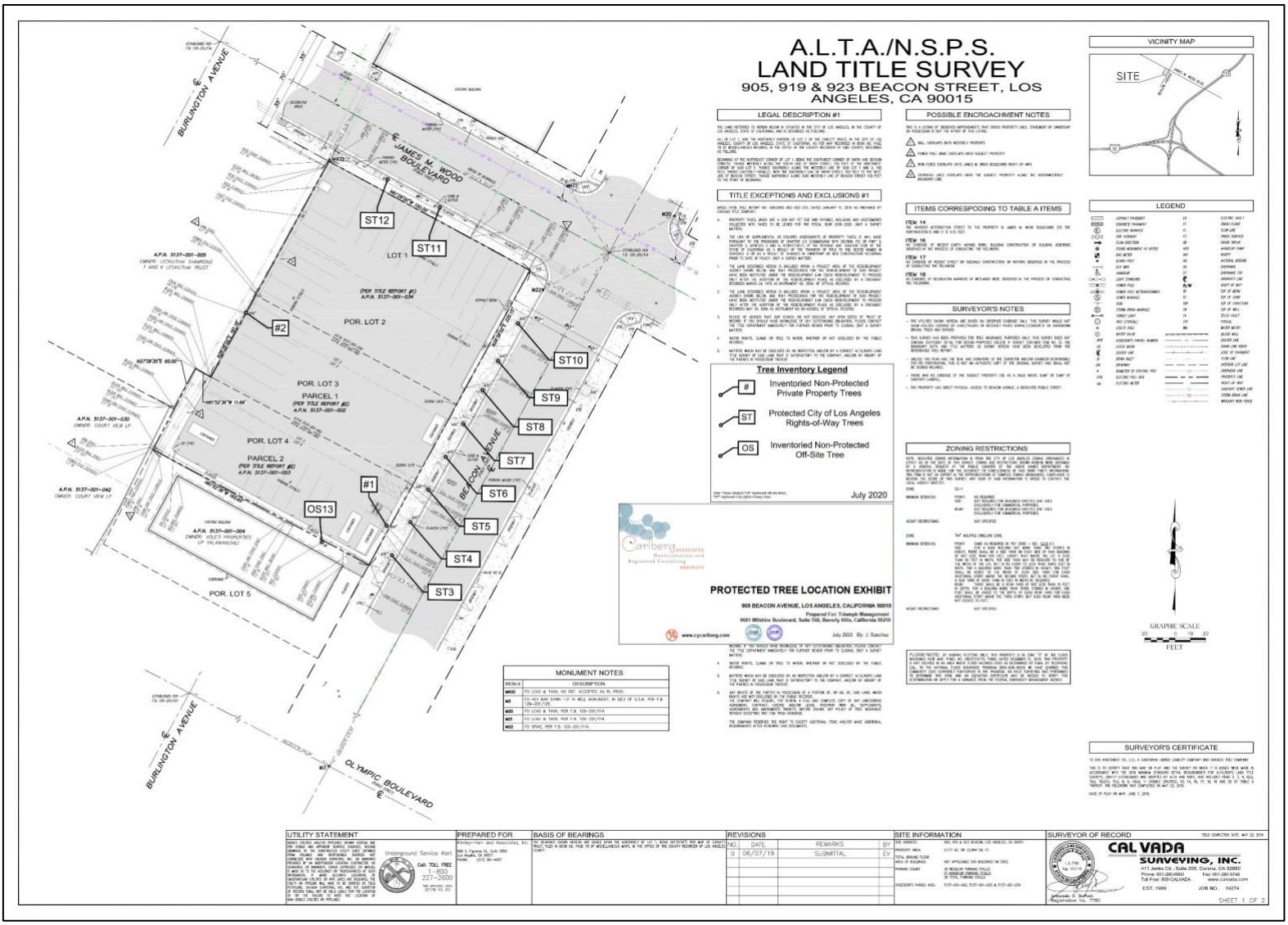

EXHIBIT C - CAPTIONED PHOTOGRAPHS

Tree #1

Tree #2

Tree ST3(L) - ST4(R)

Tree ST5(L) - ST6(R)

Tree ST7(L) - ST8(R)

Tree ST9(L) - ST10(R)

Tree ST11

Tree ST12

Tree OS13

HEALTH AND STRUCTURE GRADE DEFINITIONS

Health and structure ratings are based on an archetypal tree of the same species, determined by a subjective evaluation of physiological health, aesthetic quality, and structural integrity.

Overall physiological condition (health) and structural condition are rated A-F:

Health

A) **Outstanding** – Exceptional trees comprising above-average foliage production and vigor for their age class; exhibiting very good to excellent health as evidenced by normal to exceptional shoot growth during the current growing season, good bud development and leaf color, lack of leaf, twig or branch dieback throughout the crown, and the absence of decay, bleeding, or cankers. Common leaf and/or twig pests may be noted at very minor levels.

B) **Above average** – Good to very good trees that exhibit minor necrotic (dead) or physiological symptoms of stress and/or disease; shoot growth is less than reasonably expected, leaf color is less than optimal in some areas, the crown may be thinning, minor levels of leaf, twig, and branch dieback may be present, and minor areas of decay, bleeding, or cankers may be manifesting. Minor amounts of epicormic growth may be present. Minor amounts of fire damage or mechanical damage may be present. Still healthy, but with moderately diminished vigor and vitality. No significant decline noted.

C) **Average** – Average, moderately good trees whose growth habit and physiological or fire-induced symptoms indicate an equal chance to either decline or continue with good health into the near future. Most of these trees exhibit moderate to significant small dead material in outer crown areas, decreased shoot growth, and diminished leaf color and mass. Some stem and branch dieback is usually present and epicormic growth may be moderate to extensive. Cavities, pockets of decay, relatively significant fire damage, bark exfoliation, or cracks may be present. Moderate to significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it is expected to negatively impact the lifespan of the tree. Tree may be in early decline.

D) **Below Average/Poor** – trees whose growth habit and physiological or fire-induced symptoms indicate significant, irreversible decline. Most of these trees exhibit significant dieback of wood in the crown, possibly accompanied by significant epicormic sprouting. Shoot growth and leaf color and mass is either significantly diminished or nonexistent throughout the crown. Cavities, pockets of decay, significant fire damage, bark exfoliation, and/or cracks may be present. Significant amounts of insect or disease symptoms may be present; the tree may be shaded or crowded in such a way that it has negatively impacted the lifespan of the tree. Tree appears to be in irreversible decline.

F) **Dead or in spiral of decline** – this tree exhibits very little to no signs of life.

Structure

A) **Outstanding** – Trees with outstanding structure for their species exhibit trunk and branch arrangement and orientation that results in a sturdy form or architecture that can resist failure under normal circumstances. The spacing, orientation, and size of the branches relative to the trunk are quintessential for the species and free from defects. No outward signs of decay or pathological disease is present. Some trees exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, which would preclude them from achieving an “A” grade.

B) **Above average** - Trees with good to very good structure for their species. They exhibit trunk and branch arrangement and orientation that result in a relatively sturdy form or architecture that resists

failure under normal circumstances, but may have some mechanical damage, over-pruning, or other minor structural defects. The spacing, orientation, and size of the branches relative to the trunk are still in the normal range for the species, but they exhibit a minor degree of defects. Minor, sub-critical levels of decay or pathological disease may be present, but the degree of damage is not yet structurally significant. Trees that exhibit naturally inherent branching defects, like multiple, narrow points of attachment from one point on the trunk, would generally fall in to this category. A small percentage of the canopy may be shaded or crowded, but not in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree.

C) **Average** - Trees with moderately good structure for their species, but with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a less than sturdy form or architecture, which reduces their resistance to failure under normal circumstances. Moderate levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of some of the branches relative to the trunk are not in the normal range for the species. Moderate to significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A moderate to significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be moderately elevated.

D) **Well Below Average/Poor** - Trees with poor structure for their species and with obvious defects. They exhibit trunk and branch arrangement and orientation that result in a significantly less than sturdy form or architecture, significantly reducing their resistance to failure under normal circumstances. Significant levels of mechanical damage, over-pruning, or other structural defects may be present. The spacing, orientation, and size of many of the branches relative to the trunk are not in the normal range for the species. Significant levels of decay or pathological disease may be present that increase the likelihood of structural instability. Influences such as an excessive trunk lean, slope erosion, root pruning, or other growth-inhibiting factors may be present. A significant percentage of the canopy may be shaded or crowded in such a way that it is expected to negatively impact the structural integrity or lifespan of the tree. Risk of full or partial failure in the near future appears to be advanced.

F) **Severely Compromised** – trees with very poor structure and numerous or severe defects due to growing conditions, historical or recent pruning, mechanical damage, history of limb or trunk failures, advanced and irreparable decay, disease, or severe fire damage. Trees with this rating are in severe, irreparable decline, or are barely alive. Risk of full or partial failures in the near future may be severe.

CY CARLBERG
CARLBERG ASSOCIATES
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Education
B.S., Landscape Architecture, California State Polytechnic University, Pomona, 1985
Graduate, Arboricultural Consulting Academy, American Society of Consulting Arborists, Chicago, Illinois, February 2002
Graduate, Municipal Forestry Institute, Lied, Nebraska, 2012

Experience
Consulting Arborist, Carlberg Associates, 1998-present
Manager of Grounds Services, California Institute of Technology, Pasadena, 1992-1998
Director of Grounds, Scripps College, Claremont, 1988-1992

Certificates
Certified Arborist (#WE-0575A), International Society of Arboriculture, 1990
Registered Consulting Arborist (#405), American Society of Consulting Arborists, 2002
Certified Urban Forester (#013), California Urban Forests Council, 2004
Qualified Tree Risk Assessor, International Society of Arboriculture, 2011

AREAS OF EXPERTISE

Ms. Carlberg is experienced in the following areas of tree management and preservation:

- Tree health, pest and disease identification, and risk assessment
- Master Planning
- Historic landscape assessments, preservation plans, reports
- Tree inventories and reports to satisfy jurisdictional requirements
- Expert Testimony
- Post-fire assessment, valuation, and mitigation for trees and native plant communities
- Value assessments for native and non-native trees
- Guidelines for oak preservation
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Tree and landscape resource mapping – GPS, GIS, and AutoCAD
- Planning Commission, City Council, and community meetings representation

PREVIOUS CONSULTING EXPERIENCE

Ms. Carlberg has overseen residential and commercial construction projects to prevent damage to protected and specimen trees. She has thirty-five years of experience in arboriculture and horticulture and has performed tree health evaluation, value and risk assessment, and expert testimony for private clients, government agencies, cities, school districts, and colleges. Representative clients include:

The Huntington Library and Botanical Gardens
The Los Angeles Zoo and Botanical Gardens
The Rose Bowl and Brookside Golf Course, Pasadena
Walt Disney Concert Hall and Gardens
The Art Center College of Design, Pasadena
Pepperdine University
Loyola Marymount University
The Claremont Colleges (Pomona, Scripps, CMC, Harvey Mudd, Claremont Graduate University, Pitzer, Claremont University Center)
Quinn, Emanuel, Urquhart and Sullivan (attorneys at law)
Getty Trust – Eames House
Historic Resources Group
Mia Lehrer + Associates
The City of Claremont
The City of Beverly Hills
The City of Pasadena
The City of Los Angeles
The City of Santa Monica
Santa Monica/Malibu Unified School District
San Diego Gas & Electric
Los Angeles Department of Water and Power
Rancho Santa Ana Botanic Garden, Claremont
Latham & Watkins, LLP (attorneys at law)
Architectural Resources Group
AHBE Landscape Architects
Moule and Polyzoides, Architects and Urbanists

AFFILIATIONS

Ms. Carlberg serves with the following national, state, and community professional organizations:

- California Urban Forests Council, Board Member, 1995-2006
- Street Tree Seminar, Past President, 2000-present
- American Society of Consulting Arborists Academy, Faculty Member, 2003-2005; 2014
- American Society of Consulting Arborists, Board of Directors, 2013-2015
- Member, Los Angeles Oak Woodland Habitat Conservation Strategic Alliance, 2010-present

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

Experience
Staff Arborist, Carlberg Associates, 2015-present
Staff Arborist, Approved Tree Care, 2014-2015
Community Forester, Tree Musketeers, 2010-2014
Interior Plant Technician, Reliable Plant Service, 2008-2009
Exterior Plant Technician, Inner Gardens, 2006-2007
Exterior Plant Lead, Rolling Greens Nursery, 2005-2006
Nursery Foremen, Big Seven Nursery, 2001-2003

Certificates
Qualified Tree Risk Assessor, International Society of Arboriculture, 2017
Certified Arborist (#WE-9883A), International Society of Arboriculture, 2012
Environmental Horticulture Certificate, El Camino College, 2002

AREAS OF EXPERTISE

Mr. Sanchez is experienced in the following areas of tree management and preservation:

- Tree health assessment
- Tree inventories and reports to satisfy jurisdictional requirements
- Pest and disease identification
- Selection of appropriate tree species
- Planting, pruning, and maintenance specifications
- Working with community and city leaders in large tree planting programs

PREVIOUS CONSULTING EXPERIENCE

Mr. Sanchez has performed tree inventories, health evaluations, and impact analyses for private developers, architects, engineers, and homeowners. He has over 14 years of experience in arboriculture and is trained in environmental horticulture. Representative clients include:

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

AFFILIATIONS

Mr. Sanchez serves with the following national professional organizations:

- Member in good standing, International Society of Arboriculture, Western Chapter

SMITH-EMERY GEOSERVICES

A MEMBER OF THE SMITH-EMERY COMPANIES, ESTABLISHED 1904

PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT

June 19, 2020

905 BEACON AVENUE
LOS ANGELES, CA 90015

Prepared For:

James Suhr & Associates LLC
817 Chautauqua Boulevard
Pacific Palisades, CA 90272

Prepared By:

Smith-Emery GeoServices
791 East Washington Boulevard
Los Angeles, CA 90021

SEG Project No.: 46768-1
SEG Report No.: G-20-2155

Environmental Engineers · Geologists · Scientists · Geotechnical Engineers

SMITH-EMERY GEOSERVICES
A MEMBER OF THE SMITH-EMERY COMPANIES, ESTABLISHED 1904

June 19, 2020

SEG Project No.: 46768-1
SEG Report No.: G-20-2155

James Suhr & Associates LLC
817 Chautauqua Boulevard
Pacific Palisades, CA 90272

Attention: Mr. Jim Suhr

Dear Mr. Suhr,

We are submitting our "Phase I Environmental Site Assessment, for 905 Beacon Avenue, Los Angeles, California," SEG Report No. G-20-2155 prepared for James Suhr & Associates LLC. If you have any questions regarding this document, please contact us at (213) 699-7812.

Respectfully submitted,

SMITH - EMERY GEOSERVICES

AYESHA SYEDA
Manager of GeoServices

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ENVIRONMENTAL PROFESSIONAL QUALIFICATIONS AND STATEMENT

AYESHA SYEDA, M.S.

Ms. Syeda began working in the environmental industry in 1986 while attending university in India where she obtained her Bachelors of Science degree in Civil Engineering. Upon coming to the United States, she continued to work as an intern while furthering her education at the California State University, Long Beach, obtaining her Masters of Science degree in Environmental Engineering. Ms. Syeda has performed hundreds of Phase I Environmental Site Assessments since 1993 and currently oversees, manages and reviews all Phase I and Phase II Environmental Site Assessment's performed by Smith-Emery GeoServices. A copy of Ms. Syeda's resume is included in Appendix C.

"I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined by in §312.10 of 40 CFR 213. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR part 312."

Respectfully submitted,

Smith-Emery GeoServices

AYESHA SYEDA
M.S. Environmental Engineering
Manager of GeoServices

AS/AA

EXECUTIVE SUMMARY

Smith-Emery GeoServices (SEG) has performed a Phase I Environmental Site Assessment at 905 Beacon Avenue in the City and County of Los Angeles, and State of California. The research conducted for this study and the report prepared are in conformance with the United States Environmental Protection Agency (US EPA) on appropriate inquiry AAI standard and the American Society of Testing and Materials ASTM E 1527-13 scope of work.

Site Description

The site is located at the southwest corner of intersection of James M Wood Boulevard and Beacon Avenue. The site is described as Assessor's Parcel Numbers 5137-001-034, 5137-001-002, and 5137-001-003. The site is approximately 35,000 square feet in size and is currently used as a parking lot. The lot is presently used by three trucking/transportation companies including Trek, Marios, and Happy Home Moving for truck parking and transporting truck trailers. No items of any negative environmental conditions were observed during our site reconnaissance.

Site History

The subject site was used for residential purposes from at least 1900. Three residential dwellings were demolished in 1990 and replaced with a paved parking lot. Prior to 1990 the known commercial site tenants include Business Men's Artesia Institute (1947-1990), Manufacturers Engineering Company/Grundeen J F Artst, Ware W H Jr. (1958), Galisky Albert J Attorney (1967), and EMR Ltd (1976). The subject property has been used for parking and freight distribution/storage facilities since 1990; known site tenants include FAB Enterprises (1990/1992), Trek (currently onsite), Marios (currently onsite), and Happy Home Moving (currently onsite).

Hazardous Substance /Regulatory Database /Vapor Encroachment Condition (VEC)

No records of any USTs or hazardous materials inventory records or environmental cases were found at any of the local regulatory agencies (Fire Department/Public Works/Sanitation) or State agencies (DTSC, RWQCB, & AQMD) databases. The subject site as 1X FAB Enterprises is listed on the regulatory database as having obtained DTSC Hazardous Waste Tracking Number in 1990; tracking number is generally obtained by generators, transporters, and disposal facilities. 1X FAB Enterprises was permitted in 1990 for demolition of onsite structures; it is possible that this tracking number may have been obtained to dispose the construction waste from the subject site. Hence, this one time disposal in our opinion is not an item of significant concern to the subject site.

Based on the sites listed within the area of concern, it is SEG's opinion that a VEC may exist at the subject site; however based on the reported distances from the subject site, case closed statuses, environmental investigations for the surrounding properties, and hydrological barriers (utility lines/pipes likely to divert vapors away from the subject site) along West 8th Street (Current James M Wood Boulevard) and Beacon Avenue, it is SEG's opinion that the potential for a VEC at the subject site is considered low, and no further Tier 2 Vapor Encroachment Screening is warranted.

PCBs and Oil Well Related Concerns

Based on our research, the potential for PCBs and oil well related concerns at the subject site are considered to be low.

Non Scope Considerations

The site is presently vacant land, therefore, the potential for the presence of asbestos and lead based paints is considered to be low.

Conclusions, Opinions, & Recommendations

We have performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Practice E 1527-13 of the subject site located at 905 Beacon Avenue in the City of Los Angeles, California. Any exceptions to, or deletions from, this practice are described in the various sections of this report. **This assessment has not revealed evidence of any Recognized Environmental Conditions in connection with the property. It is SEG's opinion that no further environmental investigation is warranted for the subject site at this time.**

1.0 INTRODUCTION

At the request of James Suhr & Associates LLC (User), Smith-Emery GeoServices (SEG) performed a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM Practice E 1527-13 at the site located at 905 Beacon Avenue, City of Los Angeles, California as shown on the Vicinity Map, Plate No.1. The layout of the site and the adjacent sites are shown on the Site Schematic, Plate No. 2. The layout of the site is shown in the Subject Site Diagram, Plate No. 3. Photographs of the site are displayed as Plates No. 4A-4B. Subject site documentation is included in Appendix A. The regulatory database report is included in Appendix B. References and contractual conditions are included in Appendix C. The purpose reported by the User for CEQA study.

1.1 Purpose

The purpose of this ESA is to identify "Recognized Environmental Conditions" (REC), Historical RECs (HREC), or Controlled RECs (CREC) as defined by ASTM Standard E1527-13) affecting the subject site. This ESA was performed to satisfy User one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) liability (hereinafter, the "landowner liability protections," or "LLPs"). ASTM Standard E1527-13 constitutes "all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial or customary practice" as defined at 42 U.S.C. §9601(35)(B). RECs are defined in the ASTM E 1527-13 Standard as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment." The definitions of RECs, HRECs, and CRECs are as follows:

- REC - is presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to any release to the environment or under conditions that pose a material threat of a release to the environment (de minimis conditions are not RECs).
- Historical REC (HREC) - is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed in a manner accepted by the applicable regulatory authority without subjecting the property to any activity and use limitations.
- Controlled REC (CREC) - is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority and that subjects the property to activity and use limitations.

1.2 Report Shelf Life

In conformance with the ASTM Practice E 1527-13, this Phase I Environmental Site Assessment is valid for 180 days from date of this report. After 180 days from the date of this report, the following sections may be updated up to one year from the date of this report: Environmental Professional Statement; Site Reconnaissance; Interviews; Environmental Lien Search; Regulatory List Review.

1.3 Scope of Work

The scope of work for this ESA is in general accordance with the requirements of ASTM Standard E1527-13 and included the following: Subject site reconnaissance and survey of surrounding land use from publicly accessible areas; Review of historical aerial photographs, Sanborn Maps, and City Directory listings; Review of environmental Liens and other User Provided Information; Interviews with available and cooperative current site occupants/owners, past site occupants/owners, and government officials; Regulatory Database Report Review; Review of the history and past usage of the referenced site and surrounding properties; Summary of regional geology and hydrology; Review of files at local, state, and federal agencies to identify spills, tank leaks, hazardous materials storage, oil wells, underground tanks, landfills, or industrial discharge in the site vicinity; Evaluation of potential for presence of current or historical petroleum activities and polychlorinated biphenyls (PCBs); Evaluation for potential of vapor migration from adjoining/surrounding properties; Evaluation of potential for presence of non-scope considerations including asbestos containing building materials, lead based paints, mold, polychlorinated biphenyls (PCBs), and radon; Preparation of this report presenting our findings.

1.4 Non-Scope Considerations

The ASTM E 1527-13 Standard includes the following list of "additional issues" that are non-scope considerations outside of the scope of the ASTM Phase I practice: asbestos-containing materials, biological agents, radon, lead-based paint, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality unrelated to releases of hazardous substances or petroleum products into the environment, and mold. A general opinion on non-scope items included in this Phase I are radon, PCBs, mold, radon, lead-based paints and asbestos containing building materials.

1.5 Limits of Liability/Assessment

The findings, conclusions, and recommendations contained in this report are based on site conditions as they existed at the time of our investigation. Our review of all documents, lists, databases, and public agency files has been conducted with due diligence. However, our conclusions are based on available information and are further subject to constraints imposed by public agencies on review procedures and information retrieval. As a result, Smith-Emery GeoServices may have been unable to identify potential concerns.

Smith-Emery GeoServices assumes no responsibility for conditions that did not come to our attention despite reasonable care, or for conditions which were not generally recognizable as environmentally unacceptable at the time of this report. Opinions and judgments expressed are based on our understanding and interpretations of currently available regulatory standards and should not be construed as legal opinions or advice.

The factual data and interpretations contained herein pertain to the specific project described in this report and are not applicable to any other project or site. Our investigation was performed using the standard of care and level of skill ordinarily exercised under similar circumstances by reputable environmental assessors and geologists currently practicing in these or similar localities. No other warranty, express or implied, is made as to the conclusions and professional advice included in this report.

This Phase I ESA Report is compliant and consistent with the United States Environmental Protection Agency's 40 CFR Part 312 Standards and Practices for All Appropriate Inquiries and the ASTM E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, based on the information provided by the User. Smith-Emery GeoServices assumes no responsibility for errors or omissions of information provided by the User. Please note that the report does not address whether other requirements in addition to all appropriate inquiry have been met. Other requirements may include, but are not limited to, the continuing obligation not to impede the integrity and effectiveness of existing activity and use limitations (AULs), the duty to take reasonable steps to prevent releases, or the duty to comply with legally required release reporting information. Please note that sampling and chemical analysis of soils and/or groundwater was not within the scope of this study. This Report is not intended to be nor interpreted as Legal advice. Third party data and representations may have been utilized in providing the conclusions of this report, however, SEG does not verifying the data, findings, or conclusions of third party providers, or attest to the completeness, accuracy, or adequacy of their work. SEG accepts no liability or responsibility for any data, representations, or conclusions made by third parties. Third party work is accepted and used solely on the basis of the certifications, registrations, and/or reputation of the parties completing the work. Please note that sampling and chemical analysis of air, soils, groundwater, and/or building materials was not within the scope of this investigation.

1.6 Reliance for User

This document has been prepared for the sole use and benefit of James Suhr & Associates LLC. Any reliance on this document by any other person or entity shall be at that party's sole risk. James Suhr & Associates LLC may designate assignees to this report, which may assume the same rights of reliance as James Suhr & Associates LLC for all errors and omissions. However, any potential assignee must provide Smith-Emery GeoServices with information necessary to update Section 3.3 User Provided Information of this report and is bound by the terms and conditions of the original contract. A copy of the original contract is provided in Appendix C of this Report.

2.0 SITE DESCRIPTION

2.1 Physical Setting

The site is located at the southwest corner of intersection of James M Wood Boulevard and Beacon Avenue. The Harbor Freeway and Transit Way (110) is located 0.43 miles southeast of the subject site. The property is located approximately 2.6 miles west of the Los Angeles River, approximately 1.5 miles south-southwest of the Echo Park Lake, and at an elevation of approximately 277 feet above mean sea level. The site is currently a vacant lot and is located in a mixed commercial and residential neighborhood.

2.2 Legal Description

Based on records available at the Edgar County Assessors office website, the site is located in the City of Los Angeles, and State of California. The site is described as curlett tract lot with Assessor's Parcel Numbers 5137-001-034, 5137-001-002, and 5137-001-003. Copies of maps and relevant information are included in Appendix A.

2.3 Zoning / Land Use Records

According to information on file at the City of Los Angeles Department of Building and Safety website (http://zimas.lacity.org), the site is located in an area zoned "C2-1" and "R4-1" for commercial and multiple dwelling uses. Copies of maps, zoning definitions, and other relevant information are included in Appendix A.

2.4 Current and Historical Addresses

Based on our research, the current and historical addresses associated with the subject site include 905, 909, 919 Beacon Avenue and 1720 West 9th Street (current James M Wood Boulevard).

2.5 Regional Hydrogeology

The property is located approximately 2.6 miles west of the Los Angeles River, approximately 1.5 miles south-southwest of the Echo Park Lake, and at an elevation of approximately 277 feet above mean sea level. Land in the vicinity of the site slopes to the southwest as determined form the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis.

The underlying hydrogeologic unit is comprised of Cenozoic-Tertiary deposits in stratified sequence. According to the U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS), the dominant soil composition in general area of target property is urban land. The soil surface textures consist of variable soil types includes loams, clay, and sands.

The depth of groundwater is estimated based on a recent measurement of monitoring well located approximately 600 feet south of the subject site. According to the online database of Regional Water Quality Control Board (RWQCB), the groundwater depth in a monitoring well (MW-12) with global ID T0603700547 measured on February 21, 2019 is 68.47 feet below ground surface. This datum represents reported depths to static water levels for respective well locations at the time of measurement. The actual depth and flow of groundwater beneath the site is not known.

Based on the RWQCB data, groundwater in the area is expected to be approximately 68 feet below ground surface; however, the actual depth to the water table may vary depending on extraction activities, and manual or artificial recharge rates. Note that the actual groundwater flow direction is often locally influenced by factors such as underground structures, seasonal fluctuations, soil and bedrock geology, production wells, and other factors beyond the scope of this study. The actual groundwater flow direction under the site can only be accurately determined by installing groundwater monitoring wells which was beyond the scope of this project.

3.0 SITE RECONNAISSANCE/INTERVIEWS

3.1 Site Reconnaissance

The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions in connection with the property. Refer to Illustrations for site plots and photos. Our site observations are briefly summarized in the following tables:

Reconnaissance Date/ SEG Personnel/Escort(s)	June 11, 2020 / Ms. Ayesha Syeda and Mr. Junda (Jay) He / Mr. Paul & Mr. Max (security guards)	
Boundaries	James M Wood Boulevard to the north, Beacon Avenue to the east, residential structure to the south, and parking lots to the west.	
Site Area	Approximately 35,000 square feet (Source: County Assessor Map)	
Number of buildings/sizes/age	No building observed on-site.	
Onsite business(s)	Truck parking lot rented by three truck/transportation companies including Trek, Marios, and Happy Home Moving.	
Site Operations	Truck parking lot and freight distribution.	
Interior areas	Not applicable	
Items observed onsite	Moving containers, trucks, portable restrooms, litter, dumpster bins, and personal items including grill stack, weights, and etc.	
Additional areas	No additional areas were observed within the structure.	
Reconnaissance Limitations	No significant limitations were encountered during our reconnaissance of the site.	
Building materials	Not applicable	
Exterior items	The outside areas are asphalt paved and used for parking purposes.	
Additional Items	Aboveground Storage Tanks	Not Observed
	Underground Storage Tanks	Not Observed
	Drums / containers	Not Observed
	Odors/Pools of Liquid	Not Observed
	Wastewater	Not Observed
	Unidentified Substance Containers	Not Observed
	Pole Mounted Transformers/PCBs	Observed on the site boundary to the north-northeast
	Stained Soil or Pavement	Not Observed
	Pits/Ponds, Lagoons/Wells	Not Observed
	Solid Waste	Not Observed
	Evidence of Past Site Uses	Not Observed
	Evidence of Microbial Contamination (Mold) in visually accessible areas	Not Observed
Utilities	Heating / Cooling Systems	No connection
	Potable Water Supply	No connection
	Sewage Disposal System	No connection

Site Reconnaissance Summary:

- The site is approximately 35,000 square feet in size and is currently used as a parking lot. The lot is presently used by three trucking/transportation companies including Trek, Marios, and Happy Home Moving for truck parking and transporting truck trailers. Items observed onsite include truck trailers, trucks, portable restrooms, dumpster bins, and personal items including grill stack, work out weights etcetera. No items of any negative environmental conditions were observed during our site reconnaissance.

3.1.2 Adjacent Sites

The adjacent sites, their apparent uses, and observed environmental concerns, if any, are described in the following table.

ADJACENT SITE OBSERVATIONS

Direction Relative to Subject Site	Business Name / Residence	Adjacent Site Address	Site Use / Observed Environmental Concerns
North	Cotter Church Supplies	1701 James M Wood Blvd.	Commercial / None
Northeast	Parking lot	1629 James M Wood Blvd.	Parking lot / None
East	Parking lot	1600 James M Wood Blvd. 1616 James M Wood Blvd. 1632 James M Wood Blvd.	Parking lot / None
Southeast	Parking lot	910 Beacon Ave.	Parking lot / None
South	Apartment	927 Beason Ave.	Residential / None
Southwest	Apartment	922 S. Burlington Ave. 928 S. Burlington Ave.	Residential / None
West	Single-family house	912 S. Burlington Ave. 918 S. Burlington Ave.	Residential / None
Northwest	Nita Thread & Supply Co. (Beauty supply)	1740 James M Wood Blvd.	Commercial / None

3.2 Interviews

Interviews were planned and conducted by Ms. Ayesha Syeda via written questionnaires and in person. The objective of interviews is to obtain information indicating recognized environmental conditions in connection with the property. Copies of the questionnaires completed and the records of conversation pertaining to the interviews conducted are included in Appendix A.

3.2.1 Current Owner/Key Site Manager/Tenants

Mr. David M. Page (site manager) with Triumph Management Company stated that DHS Investment Co. LLC had owned the property for the last thirty-one years, and currently, the

property is used as a surface parking lot. Mr. Page indicated that no USTs or hazardous waste are presently located at the subject site.

3.2.2 Previous Owners/Tenants

SEG attempted to identify contact information for individuals or businesses, for the purpose of conducting interviews of persons with past knowledge of the site, by conducting internet searches by business name and the name of individual identified, and by referral from persons currently associated with the site. None of the past owners or occupants were able to be contacted based on the contact information identified.

3.2.3 Regulatory Officials

Personnel at various regulatory agencies who were questioned about the subject site directed SEG to the paper files for review. The information obtained from the files is discussed in section 3.0 in the report.

3.3 User Provided Information

The User provided the following information, which was reviewed by SEG to help identify possible recognized environmental conditions relating to the property and for documenting the purpose of performing the Phase I. A copy of the information received from the User is included in Appendix A.

3.3.1 Environmental Liens/Activity and Use Limitations

No environmental liens and/or activity and use limitations research/reports were provided to SEG. According to the EDR regulatory database search report, there are no liens listed in the United States Environmental Protection Agency (US EPA)'s Federal Superfund Liens List, and no known recorded land-use environmental deed restrictions pertaining to the subject site listed in DTSC's liens database.

3.3.2 Specialized Knowledge or Experience

The User indicated that no spills and/or leaks have occurred at the subject site.

3.3.3 Actual Knowledge

The User was not aware of any environmental liens and/or activity and use limitations for the subject.

3.3.4 Commonly Known/Reasonably Ascertainable Information

The User stated that the site has been used as parking lot.

3.3.5 Reasons for Significantly Lower Purchase Price

According to the User this question was not applicable.

3.3.6 Reason for Conducting this Phase I ESA Report

The User indicated that the purpose of the Phase I report was to satisfy CEQA study purposes.

4.0 HISTORICAL LAND USE

4.1 Sanborn Map Review

Sanborn Maps were originally compiled for fire insurance purposes. The Sanborn Fire Insurance maps were initially produced by private companies for the insurance industry to provide information regarding risks associated with fires in the structures and often contained detailed information regarding the history and past uses of a property as well as historical addresses associated with the site. Copies of Sanborn Maps are included in Appendix A. A summary of the available Sanborn Maps with information pertaining to the site and adjacent sites is tabulated as follows.

Date:	***1890 & 1894***
Subject Site:	Not shown on this Sanborn Map.
North:	Depicted as a residential dwelling.
South:	Not shown on this Sanborn Map.
East:	Not shown on this Sanborn Map.
West:	Not shown on this Sanborn Map.
Date:	***1900***
Subject Site:	Depicted as a residential dwelling.
North:	Not shown on this Sanborn Map.
South:	Depicted as a residential dwelling.
East:	Depicted as two residential dwellings and a commercial structure labeled as Green Lattice Company.
West:	Depicted as a residential dwelling.
Date:	***1906***
Subject Site:	Depicted as three residential dwellings.
North:	Depicted as a residential dwelling.
South:	No significant changes noted.
East:	No significant changes noted.
West:	Depicted as two residential dwellings.
Date:	***1950***
Subject Site:	Depicted as two residential dwellings, a store, and Businessmen's Art Institute.
North:	Depicted as a tabulating machine service & warehouse and a gas station.
South:	No significant changes noted.
East:	Depicted as a residential dwelling.
West:	Depicted as a residential dwelling.
Date:	***1953***
Subject Site:	No significant changes noted.
North:	The gas station was no longer observed.
South:	No significant changes noted.
East:	No significant changes noted.
West:	Depicted as an office.
Date:	***1955***
Subject Site:	Depicted as two residential dwellings, an office and Businessmen's Art Institute.
North:	Depicted as a paper goods warehouse.
South:	No significant changes noted.
East:	Depicted as a gas station with auto service.
West:	No significant changes noted.
Date:	***1958***
Subject Site:	No significant changes noted.
North:	No significant changes noted.
South:	No significant changes noted.
East:	The previously observed gas station was replaced by a Teamsters Union office.
West:	No significant changes noted.

Date:	*1960, 1962, 1963, 1967, 1968, & 1970*
Subject Site:	No significant changes noted.
North:	No significant changes noted.
South:	Depicted as an apartment building.
East:	No significant changes noted.
West:	No significant changes noted.

4.2 Aerial Photograph Review

Historical aerial photographs searches were conducted at EDR. The purpose of our review of aerial photographs was to examine the property and surrounding areas for any signs of potential negative environmental impact.

Items searched for in each photograph included, but were not limited to: evidence of tanks or gas stations on the subject or surrounding properties; evidence of any industrial site usage which may have impacted the subsurface soils; historical drains and water drainage pathways; areas which show evidence of drums or excessive debris; soil areas suspected as being discolored or stained; areas of distressed vegetation, etc. Copies of available aerial photographs are included in Appendix A. The following descriptions are summaries of the aerial photographs as they appeared.

Date:	*1923*
Subject Site:	Depicted as three residential structures.
North:	Depicted as vacant land.
South:	Depicted as a residential structure.
East:	Depicted two residential structures.
West:	Depicted as a residential structure.
Date:	*1928 & 1938*
Subject Site:	No significant changes noted.
North:	Depicted as a commercial structure.
South:	No significant changes noted.
East:	No significant changes noted.
West:	No significant changes noted.
Date:	*1948*
Subject Site:	No significant changes noted.
North:	No significant changes noted.
South:	No significant changes noted.
East:	Depicted as a residential structure.
West:	No significant changes noted.
Date:	*1952*
Subject Site:	No significant changes noted.
North:	No significant changes noted.
South:	No significant changes noted.
East:	No significant changes noted.
West:	Depicted as a commercial structure.
Date:	*1964 & 1970*
Subject Site:	No significant changes noted.
North:	A newer addition was noted.
South:	Depicted as an apartment residential structure.
East:	Depicted as a gas station.
West:	No significant changes noted.

Date:	*1972*
Subject Site:	No significant changes noted.
North:	No significant changes noted.
South:	No significant changes noted.
East:	Depicted as a parking lot.
West:	No significant changes noted.
Date:	*1983 & 1989*
Subject Site:	Depicted as one commercial structure.
North:	No significant changes noted.
South:	No significant changes noted.
East:	No significant changes noted.
West:	No significant changes noted.
Date:	*1994, 2002, 2005, 2009, 2012, & 2016*
Subject Site:	Depicted as a parking lot, which is similar to the current site layout.
North:	No significant changes noted.
South:	No significant changes noted.
East:	No significant changes noted.
West:	No significant changes noted.

4.3 Building Permit Review

Addresses for the subject property were reviewed at the City of Los Angeles Department of Building and Safety. The purpose of our review of building permits and other documents is to construct a chain of ownership and history of construction activities onsite.

Items considered in the course of building permit research included: construction or demolition of any structures that may have a potential negative environmental impact, previous site usage, previous ownership, and any other historical information. The following building permits were on file for the subject site. Copies of the building permits are included in Appendix A.

905,909, 919 Beacon Avenue & 1720 West 9th Street (Subject Site)

Date	Owner/Business	Comments
05/20/1947	(905) Businessmen's Art Institute	Construction of a garage.
11/08/1950	(1720) Bricklayers of Stone / Union Hall	Construction of a 40' by 100' building.
02/05/1953	(1720) James Rose / Dwelling	Construction of a 37' by 60' building.
04/10/1953	(1720) James Rose / Dwelling	Renovation.
10/21/1953	(1720) James Rose	Certificate of Occupancy: 1-story, dwelling and attached garage
07/01/1954	(909) Edward S. Pauley, et al / Residential	Certificate of Occupancy: 2-story, 32' by 57' family dwelling, R-1 occupancy.
11/10/1954	(919) Cecil C. Lane / Dwelling	Provide new footings and new supports for 21' by 34' addition at rear of building.
06/07/1955	(905) Business Men's Art Institute / Dwelling and Art Institute	Comply with survey letter (current building: 3-story, 66' by 80')
11/17/1955	(905) Business Men's Art Institute / Art School	Addition of an outside partition on second floor.
11/25/1955	(905) Business Men's Art Institute	Certificate of Occupancy: 3-story, 66' by 80' art institute and one (caretakers) apartment. No area for occupancy loads in excess of 50 people. G-1 and R-1 occupancies.

Date	Owner/Business	Comments
11/25/1955	(1720) Business Men's Art Institute / Office	Certificate of Occupancy: 2-story, 20' by 24' office.
11/02/1959	(919) Mrs. Cecil Lane / Residential	Comply with building requirements
02/05/1980	(909) Paul Seder / Dwelling	Demolition of the dwelling & garage and clear lot.
02/05/1980	(919) Paul Seder / Dwelling	Demolition of the dwelling & garage and clear lot.
08/09/1990	(905) FAB Ent / Act Inst	Demolition of two structures onsite.
01/14/1992	(905) FAB Enterprises / Parking Lot	Certificate of Occupancy: for Parking lot uses in three connecting parcels.

Building Permit Summary:

- The earliest permit dated 1947 was issued to Business Men's Artesia Institute for construction of a garage. According to miscellaneous improvements, and alteration permits dated between 1947 and 1992 the site was used for art institute, office, and residential dwelling. The site tenants were reported as Business Men's Artesia Institute, Bricklayers of Stone, James Rose, Edward S. Pauley, Cecil Lane, and Paul Seder. The onsite structures were demolished in 1980/1990. FAB Enterprises were reported onsite in 1990 and 1992.

4.4 City Directory Search

The purpose of the City Directory research was to determine the businesses that were historically located onsite. City Directories have been published for cities and towns across the US since the 1700s. Originally a list of residents, the city directory developed into a sophisticated tool for locating individuals and businesses in particular. With each address the directory lists the name of the resident or if a business operated from these addresses, and a street index. While city directory coverage is usually comprehensive for major cities, it may be spotty for rural areas and small towns. The following tabulated information was listed for the subject and adjacent sites. A copy of the City Directory Research is included in Appendix A.

Subject Site	
905 Beacon Ave. 1951-1990 Business Mens Artesia Institute 1986 Fernandez Ernesto, Gonzales Alfredo, Saa Napoleon 1981 Islendiyar 1976 Wright Wm O Mrs 1929-1942 Newmark Leo 1942 Nielson Laura Maid 1937-1942 Walstrom Hulda Housekeeper 1937 Gute Caroline Cook 1933 Johnson Anna Maid	**909 Beacon Ave.** 1976 Carram Ismania 1937-1942 Paulsen Georgia 1924-1942 Pauly Carl 1924 Oston Emily, Collier T Mrs **919 Beacon Ave.** 1924-1976 Multiple Personal Tenants **1720 W 9th St.** 1976 EMR Ltd 1967 Galisky Albert J atty 1958 Ware W H Jr, Grundeen J F artst, Manufacturers Engineering Company

Adjacent Sites

Adjacent Sites	
1616 James M Wood Blvd. 2009 Teamstrs Ln Drvr Un Lcl 224 1999 Bell Cab 24 Hr Service La, Nurses Assistants School, Labell A Cab, Radical Women, Amalgamated Lithographers Credit Union 1977-1999 Teamsters Joint Council 1994 Food Packers Processors, Local Union 578, National Council Senior Ctzns, Congress Of California Seniors, So Calif Teamster Retirees, Here Dispatch Office, Transportation Opportunity Inc 1967-1976 Southwest Administrators 1967 So California Pipe Trades 1957-1960 Auto Park & Parking Garage 1958 Hackler Chas K Atty, Public Relations Div, Teamsters Security Fund, Western Conference Organizing Committee, Western Line Drivers Council	**1632 James M Wood Blvd**. 1958-1967 Zabel Marlin J **910 Beacon Ave**. 1924-1981 Multiple Personal Tenants **927 Beason Ave**. 1924-2015 Multiple Personal Tenants **1701 James M Wood Blvd.** 1967-2015 Cotter Church Supplies Inc 1967 Dodd Leo Inc Apprl For The Clergy **1740 James M Wood Blvd**. 1994-2006 Nita Thread & Supply Co. 2958-1976 Stonemasons & Bricklayers Union

4.5 Historical Summary

4.5.1 Subject Site

The following site history is based on information obtained from the Site Reconnaissance, Owner and Client Interviews, Sanborn Maps, Aerial Photographs, Building Permits, and City Directory for the subject site.

The subject site was used for residential purposes from at least 1900. Three residential dwellings were demolished in 1990 and replaced with a paved parking lot. Prior to 1990 the known commercial site tenants include Business Men's Artesia Institute (1947-1990), Manufacturers Engineering Company/Grundeen J F Artst, Ware W H Jr. (1958), Galisky Albert J Attorney (1967), and EMR Ltd (1976). The subject property has been used for parking and freight distribution/storage facilities since 1990; known site tenants include FAB Enterprises (1990/1992), Trek (currently onsite), Marios (currently onsite), and Happy Home Moving (currently onsite).

4.5.2 Adjacent Sites

In general, the adjacent sites have been used for mixed residential and commercial purposes. The adjacent sites are discussed in detail in the following sections of the report: Site Reconnaissance, Aerial Photograph Review, Sanborn Maps, City Directory Search, and Regulatory Database Review. Based on our research, the adjacent sites in our opinion are not expected to have significantly impacted the subject site.

4.6 Historical Data Gaps

A data gap is considered a lack of, or inability to obtain, information required by the ASTM E 1527-13 practice despite good faith efforts by the environmental professional to gather such information. This Phase I Environmental Site Assessment has not identified significant data gaps that affect our ability to identify recognized environmental conditions.

5.0 HAZARDOUS SUBSTANCE SEARCH

5.1 Underground Storage Tanks and Hazardous Materials

Research for Underground Storage Tanks (USTs), hazardous materials inventories, and/or any related cases was conducted for the subject site at the following agencies:

Agency	Agency
City of Los Angeles Fire Department, Bureau of Fire Prevention, Hazardous Materials Section, and Data Management Unit.	No environmental cases listed
City of Los Angeles Public Works, Bureau of Sanitation	No environmental cases listed
Regional Water Quality Control Board (RWQCB)	No environmental cases listed
Department of Toxic Substances Control Board (DTSC)	No environmental cases listed
DTSC-Hazardous Waste Tracking System (DTSC-HWTS)	FAB Enterprises, physical therapy products distributor was reported on-site in 1990 and inactive in 2000.
South Coast Air Quality Management District (SCAQMD) online database FINDS	No environmental cases listed
Regulatory Database Report (EDR)	Listed on CA HWTS tracking.

Hazardous Substance Summary:

- No records of any USTs or hazardous materials inventory records or environmental cases were found at any of the local regulatory agencies (Fire Department/Public Works/Sanitation) or State agencies (DTSC, RWQCB, & AQMD) databases. The subject site as 1X FAB Enterprises is listed on the regulatory database as having obtained DTSC Hazardous Waste Tracking Number in 1990; tracking number is generally obtained by generators, transporters, and disposal facilities. 1X FAB Enterprises was permitted in 1990 for demolition of onsite structures; it is possible that this tracking number may have been obtained to dispose the construction waste from the subject site. Hence, this one time disposal in our opinion is not an item of significant concern to the subject site.

6.0 REGULATORY LIST REVIEW

An outside information service, EDR, was contracted to perform a database search of government record sources and to provide a compiled report of listed sites within a one-mile radius of the subject property. EDR's report is attached as Appendix B of this report and should be referenced for specific information and explanation of government records sources, dates of source listings, and locations of sites. A select list of records searched, summary of listed sites, and the potential for listed sites to impact the subject property are discussed as follows:

Database	Description	Search Distance
NPL	National Priorities List (Superfund)	1.0 Mile
De-listed NPL	Former National Priorities List (Superfund)	0.5 Mile
CERCLIS / CERCLIS NFRAP	Comprehensive Environmental Response, Compensation and Liability Information System / Archived CERCLIS	0.5 Mile
RCRA CORRACTS	Corrective Action Report	1.0 Mile
RCRA-TSD	Resource Conservation and Recovery Act (Transport, Storage and Disposal Facilities)	0.5 Mile
RCRA GNTR	RCRA registered small or large generators of hazardous waste	Subject and Adjacent Sites
US ENG / US INST CONTROLS	Federal Engineering and Institutional Controls	Subject Site
ERNS	Emergency Response Notification System	Subject Site
STATE / TRIBAL NPL	State and/or Tribal Equivalents to the Federal NPL	1.0 Mile
STATE / TRIBAL CERCLIS	State and/or Tribal Equivalents to the Federal CERCLIS	0.5 Mile
STATE / TRIBAL LANDFILL	State and/or Tribal *landfill* or *solid waste disposal* sites	0.5 Mile
STATE / TRIBAL LUSTs	State and/or Tribal leaking storage tanks	0.5 Mile
STATE / TRIBAL RSTs	State and/or Tribal registered storage tanks	Subject and Adjacent Sites
STATE / TRIBAL ENG / INST CONTROLS	State and/or Tribal Engineering and Institutional Controls	Subject Site
STATE / TRIBAL VCS	State and/or Tribal Voluntary Cleanup Sites	0.5 Mile
STATE / TRIBAL BROWNFIELD	State and/or Tribal Brownfield sites	0.5 Mile

Most of the listings in the EDR report do not appear to have impacted the subject site with hazardous materials based on one or more of the following reasons:

- Listed on CERCLIS but a preliminary assessment has determined that no hazard was identified, and no further action is needed.
- Listed as having registered underground storage tanks (USTs), or as small or large quantity generators only, and are not listed on any other lists indicating that a release to the environment had occurred.
- Listed on LUST as having a leaking tank but is greater than 0.25 miles from the subject site, is located hydrologically cross or down gradient, or is indicated to have a signed-off site status.

- Listed on other listings and in our opinion is unlikely to have impacted the subject site based on one or more of the following reasons: located hydrologically cross or downgradient, have a signed-offsite status, is located over 0.25 miles away from the subject site, and/or lack of impacted resources.

The sites that do not fall in the above-mentioned categories, in our opinion, do not constitute a recognized environmental condition. These sites are likely to be considered a *de minimus* condition, (under ASTM Standard E1527), as they "generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies" with regards to the subject site.

Regulatory Database Review Table

The following table summarizes the regulatory listings in the EDR Radius Map Report for the subject site and immediately adjacent sites:

EDR Map ID#	Site Name/Address & Distance/ Direction from subject site	Regulatory database	Site Status	Potential for a REC
A1	1X FAB Enterprises 905 Beacon Ave. (Target Property)	CA HWTS	Records created on 1990 and inactivated in 2000.	Low
A3	Lopnow Ernest 1717 W 9th St. (Adjacent to the N)	EDR Hist Auto	An automobile repairing facility was reported in 1933.	Low
A4	Porter C C 1703 W 9th St. (Adjacent to the NE)	EDR Hist Auto	Gas and oil service stations were reported in 1942.	Low
C9	Zabel Marlin J 1632 W 9th St (Adjacent to the E)	EDR Hist Auto CA UST	Gas and oil service stations were reported in 1942, 1969, and 1970.	Low
C11	Cothran W A 1630 E 9th St (Adjacent to the E)	EDR Hist Cleaner	A dry cleaner was reported in 1924.	Low

Regulatory Database Review Conclusions:

6.1 Subject Site

- The subject site as 1X FAB Enterprises is listed on the regulatory database as having obtained DTSC Hazardous Waste Tracking Number in 1990; tracking number is generally obtained by generators, transporters, and disposal facilities. 1X FAB Enterprises was permitted in 1990 for demolition of onsite structures; it is possible that this tracking number may have been obtained to dispose the construction waste from the subject site. The site has been mainly occupied by trucking facilities since 1990s Based on lack of any evidence of use/generation of hazardous materials at the subject site and tracking number obtained for transportation of waste, this one time disposal in our opinion is not an item of significant concern to the subject site.

6.2 Adjacent Site and immediately Surrounding Sites

- The adjacent site to the north is listed in the EDR Hist Auto Database as an automobile repairing facility in 1933.
- The adjacent site to the northeast is listed in the EDR Hist Auto Database as gas and oil service stations in 1942.
- The adjacent site to the east is listed in regulatory databases for gas services stations associated with USTs handling in 1942/1969/1970 and the presence of a potential dry cleaner in 1924.
- Based on lack of evidence of any impacted resources these adjacent sites in our opinion are not expected to have significantly impacted the subject site.
- The remaining listed sites with the exception of sites listed within the area of concern, in our opinion, are considered to have a low potential for negative impact at the subject site. These sites are likely to be considered a de minimus condition, (under ASTM Standard E1527), as they "generally would not be the subject of an enforcement action if brought to the attention of appropriate government agencies" with regard to the subject site.

6.3 Vapor Encroachment Condition

The following distances were used for evaluating the potential for a Vapor Encroachment Condition (VEC):

> *The trigger distances used for petroleum hydrocarbon concerns is 528-feet (0.1-miles) for sites located up gradient, 165-feet (0.03-miles) for sites located cross gradient, and 100-feet (0.019-miles) for sites located down gradient. The trigger distances used for VOC/chemicals of concern (Table X6.1 E-2600-10) is 1,760-feet (0.333-miles) for sites located up gradient, 365-feet (0.07-miles) for sites located cross gradient, and 100-feet (0.019-miles) for sites located down gradient.*

Surrounding sites were reviewed in order to evaluate the likelihood of a VEC to exist at the subject site. The following listed sites fall within the area of concern:

Address & Map ID (Distance to subject site)	Listing	Ground water flow direction	Barrier
1717 W 9th St., Map ID: A3 49 feet N	EDR Hist Auto	Up-gradient	Hydrological Barrier across W. 9th St. (Current James M Wood Blvd.)
1703 W 9th St., Map ID: A4 52 feet NE	EDR Hist Auto	Up-gradient	Hydrological Barrier across W. 9th St. (Current James M Wood Blvd.)
1750 James M Wood Bl., Map ID: A5 121 feet NW	CA CERS HAZ WASTE, CA HAZMAT	Cross-Gradient	No Hydrological Barrier
841 S Beacon St., Map ID: 8 204 feet NE	EDR Hist Cleaner	Up-gradient	Hydrological Barrier across W. 9th St. (Current James M Wood Blvd.)
1632 W 9th St., Map ID: C9 235 feet E	EDR Hist Auto	Up-gradient	Hydrological Barrier across Beacon Ave.
1611 W 9th St., Map ID: C13	EDR Hist	Up-gradient	Hydrological Barrier across

Address & Map ID (Distance to subject site)	Listing	Ground water flow direction	Barrier
300 feet E	Cleaner		Beacon Ave. and W. 9th St. (Current James M Wood Blvd.)
1605 W 9th St., Map ID: C14 317 feet E	EDR Hist Cleaner	Up-gradient	Hydrological Barrier across Beacon Ave. and W. 9th St. (Current James M Wood Blvd.)
845 S Burlington Ave., Map ID: B15 317 feet NNW	CA HAZMAT, CA CERS	Cross-Gradient	Hydrological Barrier across Beacon Ave. and W. 9th St. (Current James M Wood Blvd.)
838 S Union Ave., Map ID: G25 550 Feet E	EDR Hist Cleaner	Up-gradient	Hydrological Barrier across Beacon Ave. and W. 9th St. (Current James M Wood Blvd.)
1800 W 8th St, Map ID: E41 657 feet N	EDR Hist Cleaner	Up-gradient	Hydrological Barrier across W. 9th St. (Current James M Wood Blvd.)
1709 8th St W., Map ID: F45 667 feet NE	CA LUST, CA HIST CORTESE, CA CERS	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)
1629 W 8th ST., Map ID: F54 730 feet NE	CA CERS HAZ WASTE, CA HAZNET, CA HAZMAT, CA CERS	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)
1546 7th St W., Map ID: U153 1321 feet NE	CA LUST	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)
1819 7th St W., Map ID: AH162 1412 feet N	CA LUST, CA CERS	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)
1551 7th St W., Map ID: AI179 1529 feet ENE	CA LUST, CA HIST CORTESE, CA CERS	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)
680 Little., Map ID: 183 1557 feet NE	CA ENVIROSTOR , CA SCH, CA HIST CORTESE, CA CERS	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)
1550 7th., Map ID: AI184 1561 feet ENE	CA HIST CORTESE	Up-gradient	Hydrological Barrier across W.8th St. and W. 9th St. (Current James M Wood Blvd.)

Based on the sites listed within the area of concern, it is SEG's opinion that a VEC may exist at the subject site; however based on the reported distances from the subject site, case closed statuses, environmental investigations for the surrounding properties, and hydrological barriers (utility lines/pipes likely to divert vapors away from the subject site) along West 8th Street (Current James M Wood Boulevard) and Beacon Avenue, it is SEG's opinion that the potential for a VEC at the subject site is considered low, and no further Tier 2 Vapor Encroachment Screening is warranted.

7.0 EVALUATION OF ADDITIONAL RISKS

7.1 Oil Well Drilling Activity

The California Department of Conservation, Division of Oil and Gas and Geothermal Resources (DOGGR) regulates the drilling, operation, and abandonment of gas and oil wells throughout the State of California. If an active, idle, or abandoned well is located on or adjacent to a proposed construction site, DOGGR requires a site plan review prior to issuing a building permit. Abandoned oil wells must meet the current regulatory standards.

The DOGGR Online Mapping System Website (references) was reviewed to attempt to determine the location of oil well drilling activity in the vicinity of the property. The site is located in the Township-1-South, Range-13-West, and Section 30. According to the DOGGR information, no oil wells are located on the subject site, on any of the adjacent sites. The nearest well was found 0.43 miles west-southwest of subject site in plugged status.

Oil Well Drilling Activity Summary:

- Based on our review of the DOGGR, the potential for oil well related concerns at the subject site is considered to be low.

7.2 PCB Potential

Polychlorinated biphenyls (PCBs) were once used as industrial chemicals whose high stability contributed to both their commercial usefulness and their long-term deleterious environmental and health effects. These substances have been listed as carcinogens by the Environmental Protection Agency (EPA). PCBs were banned from general commercial use in 1977. Items which may potentially impact the subject site with PCBs include electrical capacitors and transformers, fluorescent light ballasts, hydraulic oils used in hydraulic lifts and elevators, vacuum pumps, gas turbines, and other petroleum products manufactured prior to the 1977 ban. Pole mounted transformers may contain PCBs in their internal cooling oil. Unless labeled “No PCBs”, fluorescent light ballasts should be assumed to contain PCB’s and disposed of appropriately at the end of their service life. Pole

mounted transformers in good condition were observed along the site boundary on the northern portion.

PCB Potential Summary:

- Based on the above information, the potential for PCB-related concerns onsite is considered to be low.

7.3 Non-Scope Considerations

7.3.1 Asbestos Potential

Asbestos is a natural occurring mineral fiber utilized in a multitude of building material products due to its high tensile strength and excellent fire-resistant properties. The EPA has defined asbestos materials as being either friable or non-friable materials. Friable material is defined as being easily broken or crushed by hand pressure (e.g., soft acoustical ceilings or blown-on fireproofing).

Non-friable asbestos is generally found in pre-manufactured products that bind the asbestos in an adhesive material, such as roofing felts, floor tile, transite pipe and mastics. This is significant, due to the ability to create a fiber release and cause human exposure during normal activities. The EPA currently does not require the removal of asbestos-containing materials that do not present a problem for human exposure. Most friable asbestos-containing materials were banned in building materials by 1978.

On November 9, 1994, a new FED-OSHA ruling became effective which redefined building materials perceived as asbestos containing into four classes of work and modified the way in which these asbestos-containing materials are handled. Under this ruling, “thermal system insulation and sprayed-on or troweled on or otherwise applied surfacing materials installed before 1980 are considered presumed asbestos-containing material (PACM) unless sampled and identified by a certified individual as to asbestos content”.

These materials are considered high-risk materials for abatement and their removal is classified under Class I removal activities. Other building materials such as “floor or ceiling tiles, siding, roofing, transite panels, (floor sheeting, floor or roof mastics) are also

considered PACM" unless sampled and identified by a certified individual as to asbestos content but are considered low risk materials for abatement and their removal is classified under Class II, III and IV removal and repair and maintenance operations.

Significant under these new regulations is the deletion of the category of "Small Scale Short Term Duration" removal activities which regularly allowed Class I through IV activities to precede with less regulatory oversight. Under the NESHAPS laws of 1976 and as later amended, asbestos does not have to be removed from a facility until such time as it undergoes major renovations or is demolished. Until that time, the present emphasis by the EPA is to recommend repair of any damaged areas and management materials.

Prior to any renovation work being done involving ACBM of 260 lineal feet or 160 square feet in area, the local branch of the EPA must be notified. Prior to the demolition of any building or house, mandatory bulk sampling must be accomplished and, if asbestos is present, notification must be made to the local branch of the EPA and Air Quality Management District. In California, for the removal of any ACBM greater than 0.1 percent by weight, notifications must also be made to CAL-OSHA and a licensed contractor with an asbestos certification is required for any work, which exceeds 100 square feet.

Asbestos Potential Summary:

- The site is presently vacant land. No structures are presently located onsite; hence, the potential for the presence of ACBMs onsite is considered to be low.

7.3.2 Lead Potential

Lead and lead compounds can be found in many types of paint. In 1978, the Consumer Product Safety Commission set the allowable lead levels in paint at 0.06% by weight in a dry film of newly applied paint. In the 1970s, the chief concern of lead paint was its cumulative effect on bodily systems, primarily when paint chips containing lead were ingested by children. Research in the early 1980s showed that lead dust is of special concern, because the smaller particles are more easily absorbed by the body. Common methods of paint removal, such as sanding, scraping, and burning, create excessive amounts of dust. Lead dust is especially hazardous to young children because they on the

floor and engage in a great deal of hand-to mouth activity, increasing their potential for exposure. Lead based paints were commonly used on buildings built prior to 1970s.

Lead Potential Summary:

- The site is presently vacant land. No structures are presently located onsite; hence, the potential for the presence of lead based paints onsite is considered to be low.

7.3.3 Radon Potential

High levels of radon may be found in every state. Medical and environmental studies have shown that radon can be a health risk, primarily as a cause of lung cancer. Radon is a naturally occurring colorless, odorless and tasteless gas produced by the decay of uranium and radium. Radon levels vary from place to place depending on the underlying geology.

Radon Potential Summary:

- Based on our research at the California Department of Public Health, the radon level for Los Angeles County is classified as Federal EPA Radon Zone 2. This is a classification designated for zones with average radon levels ranging between 2 and 4 picoCuries/liter (pC/L), which is below the action level set by the Environmental Protection Agency of 4 pCi/L.

7.3.4 Mold

Molds are microscopic organisms found virtually everywhere, indoors and outdoors. Mold will grow and multiply under the right conditions, needing only sufficient moisture (e.g.in the form of very high humidity, condensation, or water from a leaking pipe, etc.) and organic material (e.g., ceiling tile, drywall, paper, or natural fiber carpet padding). SEG observed accessible, interior areas for the subject property building for significant evidence of mold growth with the exceptions detailed in Section 3.1 of this report; however, this ESA should not be used as a mold survey or inspection. Additionally, this limited assessment was not designed to assess all areas of potential mold growth that may be affected by mold growth on the subject property. Rather, it is intended to give the client an indication as to whether or not conspicuous (based on observed areas) mold growth is present at the subject property. This evaluation did not include a review of pipe chases, mechanical systems, or areas behind enclosed walls and ceilings.

Mold Potential Summary:

- SEG did not observe any evidence of mold in visually accessible areas. Hence, the potential for mold-related concerns onsite is considered to be low.

8.0 CONCLUSIONS AND RECOMMENDATIONS

At the request of James Suhr & Associates LLC (User), Smith-Emery GeoServices (SEG) has performed a Phase I Environmental Site Assessment at 905 Beacon Avenue in the City and County of Los Angeles, and State of California. The research conducted for this study and the report prepared are in conformance with the United States Environmental Protection Agency (US EPA) on appropriate inquiry AAI standard and the American Society of Testing and Materials ASTM E 1527 - 13 scope of work.

This assessment has not revealed evidence of any Recognized Environmental Conditions in connection with the property. It is SEG's opinion that no further environmental investigation is warranted for the subject site at this time.