

## **Appendix IS-7**

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### Sewer Infrastructure Assessment Report



# Sewer Infrastructure Assessment Report

9000 Airport

Los Angeles, California

*Prepared for*

Rexford Industrial Realty, Inc.  
11620 Wilshire Blvd. Suite 610  
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*Prepared by*

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July 17, 2024



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# 1. INTRODUCTION

## 1.1 PROJECT DESCRIPTION

The proposed project includes the development of a 435,390 square foot warehouse building including 80,000 square feet of office space with surface parking (“Option #1”) or the development of a warehouse campus comprised of three buildings, totaling 410,056 square foot, including a total of 90,000 square feet of office space with surface parking (“Option #2”) on an approximately 789,989 square foot site located within the Westchester – Playa del Rey Community Plan area in the City of Los Angeles. The Project Site is bounded by Interceptor Street to the north, West Arbor Vitae Street to the south, Airport Boulevard to the west, and residential uses to the east.

The Project Site is currently developed with an approximately 37,860 rental car facility comprised of two single-story buildings and accessory structures, as well as associated surface parking areas which would be removed to accommodate the Project.

Option 1 consists of a single building, detailed below:

**Table 1-1 Option 1 Building Summary**

	Footprint	Warehouse	Office
Option 1	435,390 s.f.	355,390 s.f.	80,000 s.f.
Landscaping	94,400 s.f.	Impervious	695,589 s.f.

Option 2 consists of three buildings detailed below:

**Table 1-2 Option 2 Building Summary**

	Footprint	Warehouse	Office
Building 1	102,930 s.f.	87,930 s.f.	30,000 s.f.
Building 2	139,083 s.f.	124,083 s.f.	30,000 s.f.
Building 3	123,043 s.f.	108,043 s.f.	30,000 s.f.
Option 2 Total	365,056 s.f.	320,056 s.f.	90,000 s.f.
Landscaping	120,400 s.f.	Impervious	669,589 s.f.

## 1.2 SCOPE OF WORK

As part of the environmental review for the Project, the purpose of this report is to analyze the potential impacts of each potential Project (Option 1 and Option 2) upon the existing wastewater infrastructure systems.

## 1.3 WASTEWATER

The Bureau of Sanitation of the City of Los Angeles Department of Public Works provides sanitary sewer service to the Project Site through a main system in the surrounding streets. Based on available record data from the City, there is an existing 15” sewer main in Airport Boulevard and an 18” sewer main in

Arbor Vitae Street. The site currently discharges from a single lateral into the main on Arbor Vitae Street.

Each of these sewer mains that are adjacent to the Project Site connect to a network of sewer lines that ultimately convey wastewater to the City’s Hyperion Treatment Plant.

The following table shows the estimated existing wastewater generation for the Project Site:

**Table 1-3 Option 1 Wastewater Generation**

Option 1 Estimated Project Wastewater Generation			
Land Use	Floor Area	Wastewater Generation Rate (gpd/unit) (b)	Total Wastewater Generation (gpd)
<b>Existing</b>			
Rental Car Facility	37,860	0.05	1,893
<b>Total Existing</b>			1,893
<b>Proposed</b>			
Warehouse	355,390	0.03	10,662
Office	80,000	0.12	9,600
<b>Total Proposed Wastewater Generation</b>			20,262
<b>Less Existing to be Removed</b>			1,893
<b>Net Wastewater Generation</b>			18,369
<b>(Proposed – Existing)</b>			
<i>sf = square feet</i>			
<i>gpd = gallons per day</i>			
<i>(a) The generation rate used for the rental car facility is based upon similar generation rates of car wash, commercial use, and industrial uses.</i>			
<i>(b) Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).</i>			

**Table 1-4 Option 2 Wastewater Generation**

Option 2 Estimated Project Wastewater Generation			
Land Use	Floor Area (sf)	Wastewater Generation Rate (gpd/unit) (b)	Total Wastewater Generation (gpd)
<b>Existing</b>			
Rental Car Facility (a)	37,860	0.05	1893
<b>Total Existing</b>			1893
<b>Proposed</b>			
Warehouse	320,056	0.03	9602
Office	90,000	0.12	10800
<b>Total Proposed Wastewater Generation</b>			20402
<b>Less Existing to be Removed</b>			1893
<b>Net Wastewater Generation (Proposed – Existing)</b>			18509
<i>sf = square feet</i>			
<i>gpd = gallons per day</i>			
<i>(a) The generation rate used for the rental car facility is based upon similar generation rates of car wash, commercial use, and industrial uses.</i>			
<i>(b) Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).</i>			

**2. SIGNIFICANCE THRESHOLDS**

**2.1 WASTEWATER**

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

Would the project:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?
- Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

In the context of these questions from the CEQA Guidelines, the City of Los Angeles CEQA Thresholds Guide states that a project would normally have a significant wastewater impact if:

- The project would cause a measurable 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.<sup>1</sup>

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

### 3. METHODOLOGY

#### 3.1 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 City of Los Angeles CEQA Thresholds Guide. This methodology involves a review of the project's environmental setting, project impacts, and cumulative impacts. The following has been considered as part of the determination for each 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.

##### Project Impacts

- Evaluate the Project wastewater needs (anticipated daily average wastewater flow), considering 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 demand with the calculated available capacity of the existing facilities.

The Bureau of Sanitation, Wastewater Engineering Division made a preliminary analysis of the local and regional sewer conditions to determine if available wastewater conveyance and treatment capacity exists for future development. Refer to Attachment 3 for results of the Bureau of Sanitation preliminary analysis, also known as the Sewer Capacity Availability Request (SCAR). The Bureau of Sanitation'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

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<sup>1</sup> The Wastewater Facilities Plan referenced in the City of Los Angeles CEQA Thresholds Guide has since been superseded by the Integrated Resources Plan. Accordingly, when analyzing the Project, the Integrated Resource Plan is the applicable threshold.

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 Bureau of Sanitation's preliminary analysis.

#### **4. PROJECT IMPACTS**

##### **4.1 CONSTRUCTION**

###### **4.2.1 WASTEWATER**

Construction activities for the Project could result in a temporary increase in wastewater generation as a result of construction workers on-site. However, such use would be temporary and nominal when compared with the wastewater generated by the Project. In addition, construction workers would typically utilize portable restrooms and hand wash areas, which would not contribute to wastewater flows to the City's wastewater system. Thus, wastewater generation from Project construction activities is not anticipated to cause any measurable increase in wastewater flows. Therefore, the Project's construction impacts to the wastewater system would be temporary and be less than significant.

The Project (Option 1 or Option 2) will require construction of new on-site wastewater infrastructure to serve the new buildings, and potential upgrade and/or relocation of existing wastewater infrastructure. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for miscellaneous utility lines and 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. Based on the SCAR analysis, no upgrades to the public main are anticipated. Any work that may affect services to the existing sewer lines will be coordinated with the City of Los Angeles. Furthermore, a Construction Management Plan, which would ensure safe pedestrian access as well as emergency vehicle access and safe vehicle travel in general, will be implemented to reduce any temporary pedestrian and traffic impacts occurring as a result of construction activities. Moreover, 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 temporary and less than significant.

##### **4.2 OPERATION**

###### **4.2.1 WASTEWATER**

###### ***4.2.1.1 Sewer Generation***

In accordance with the LA CEQA Thresholds Guide, the Project's estimated sewer flows were based on the Bureau of Sanitation's sewer generation factors for residential and commercial categories. Based on the proposed uses and generation factors, the Project's projected wastewater generation is approximately 20,262 gpd for Option 1 and 20,402 GPD for Option 2, representing a net increase in wastewater generation at the Project Site of approximately 18,369 to 18,509 gpd. A breakdown of these wastewater generation calculations are provided in Table 4-5 (Option 1) and Table 4-6 (Option 2).



**Table 4-1 Option 1 Wastewater Generation**

**Option 1 Estimated Project Wastewater Generation**

<b>Land Use</b>	<b>Floor Area</b>	<b>Wastewater Generation Rate (gpd/unit) (b)</b>	<b>Total Wastewater Generation (gpd)</b>
<b>Existing</b>			
Rental Car Facility	37,860	0.05	1,893
<b>Total Existing</b>			1,893
<b>Proposed</b>			
Warehouse	355,390	0.03	10,662
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<i>sf = square feet</i>			
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<i>(a) The generation rate used for the rental car facility is based upon similar generation rates of car wash, commercial use, and industrial uses.</i>			
<i>(b) Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).</i>			

**Table 4-2 Option 2 Wastewater Generation**

Option 2 Estimated Project Wastewater Generation			
Land Use	Floor Area (sf)	Wastewater Generation Rate (gpd/unit) (b)	Total Wastewater Generation (gpd)
<b>Existing</b>			
Rental Car Facility (a)	37,860	0.05	1893
<b>Total Existing</b>			1893
<b>Proposed</b>			
Warehouse	320,056	0.03	9602
Office	90,000	0.12	10800
<b>Total Proposed Wastewater Generation</b>			20402
<b>Less Existing to be Removed</b>			1893
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<i>sf = square feet</i>			
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<i>(a) The generation rate used for the rental car facility is based upon similar generation rates of car wash, commercial use, and industrial uses.</i>			
<i>(b) Based on sewage generation rates provided by the City of Los Angeles Bureau of Sanitation (2012).</i>			

A Sewer Capacity Availability Request (SCAR) (Attachment 3) was submitted to the Bureau of Sanitation to determine whether the existing wastewater infrastructure can accommodate the Project. On 2/24/24 Bureau of Sanitation approved the Project to discharge up to 20,262 gpd into the City’s system by connecting to the existing sewer lines adjacent to the Project site (Southern side of project) in Arbor Vitae Street (see Attachment 1 for the sewer and water utility map) for Option 1, and approved 20,402 gpd on 5/14/24 for Option 2 . Since the Project’s proposed wastewater flows do not impact sewer capacity, wastewater discharge impacts are less than significant.

**4.2.1.2 Infrastructure Capacity**

The 18-inch sewer main within Arbor Vitae Street will serve the Project. Sewage from the Project is ultimately conveyed to the City’s Hyperion Treatment Plant. The Bureau of Sanitation’s most current Integrated Resources Plan (IRP) notes that the existing design capacity of the Hyperion Service Area is approximately 550 MGD (consisting of 450 MGD at the Hyperion Treatment Plant, 80 MGD at the Donald C. Tillman Water Reclamation Plant, and 20 MGD at the Los Angeles- Glendale Water Reclamation Plant), and that the existing average daily flow for the system is approximately 300 MGD. The Hyperion Water Reclamation Plan, which provides water treatment for the project site, has a current remaining capacity of 175MGD. The Project’s estimated wastewater generation increase of 18,369-18,509 gpd comprises less than 0.11 percent of the available capacity in the system. Therefore, based on the approved SCAR for the Project and the available wastewater treatment capacity, impacts on wastewater infrastructure would be less than significant.

## **5. CUMULATIVE IMPACTS**

### **5.1 WASTEWATER**

Either Option 1 or Option 2 of the Project would result in the additional generation of sewer flow. However, as discussed previously, the Bureau of Sanitation has conducted an analysis of existing and planned capacity and determined 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. 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. Impact determination will be provided following the completion of the final SCAR analysis.

Wastewater generated by either Option 1 or Option 2 of the Project would be conveyed (offsite) 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 300 MGD. The Project's estimated wastewater generation increase of 18,369 gpd (Option 1) and 18,509 (Option 1) summarized in Table 4A comprises less than 0.007% of the available capacity in the system. 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 by the Hyperion Service Area. In addition, the Bureau of Sanitation's analysis confirms that the Hyperion Treatment Plant has sufficient 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. LEVEL OF SIGNIFICANCE**

Based on the analysis contained in this report, no significant wastewater impacts have been identified for either Option 1 or Option 2 of this Project.

## **7. LIST OF ATTACHMENTS**

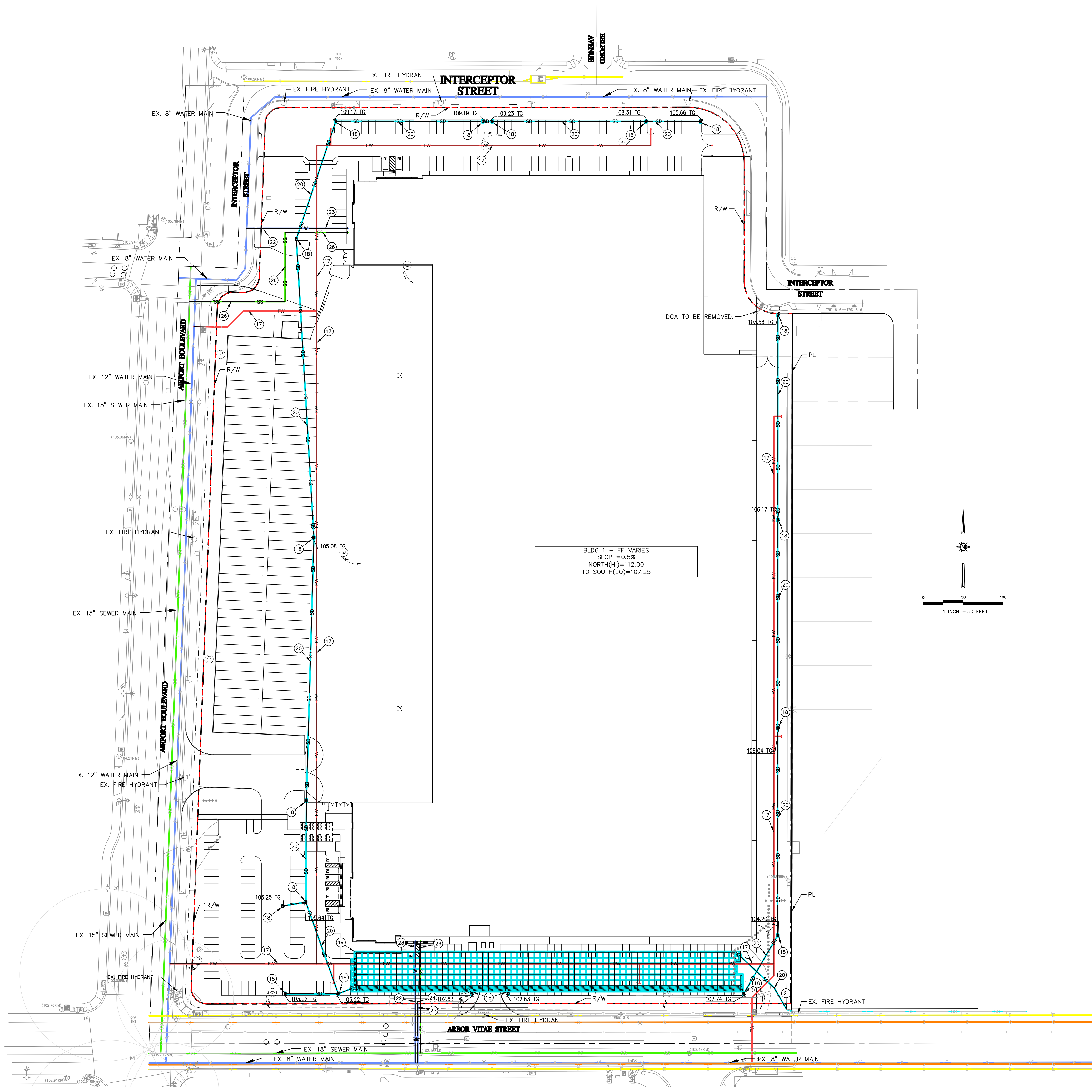
*Attachment 1. Sewer and Water Utility Maps*

*Attachment 2. City of Los Angeles Sewer Wye Map*

*Attachment 3. City of Los Angeles Sewer Capacity Availability Report (SCAR)*

**Attachment 1. Sewer and Water Utility Maps**

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**CIVIL NOTES**

- 17 FIREWATER
- 18 STORM DRAIN INLET
- 19 UNDERGROUND INFILTRATION SYSTEM
- 20 STORM DRAIN PIPE
- 21 CONNECTION TO CITY OF LA STORM DRAIN
- 22 2" DOMESTIC METER, BACKFLOW
- 23 2" DOMESTIC SERVICE
- 24 2" LANDSCAPE METER, BACKFLOW
- 25 2" LANDSCAPE SERVICE
- 26 6" SANITARY SERVICE

**LEGEND**

- WATER LINE —
- SANITARY SEWER LINE —
- STORM DRAIN LINE —
- FIRE LINE —
- ELECTRICAL LINE —
- GAS LINE —

REV. NO.	DATE	REVISION	DESIGNED BY	CHECKED BY	DATE



DATE	7/18/2024
SCALE	AS SHOWN
CA. JOB NO.	230326

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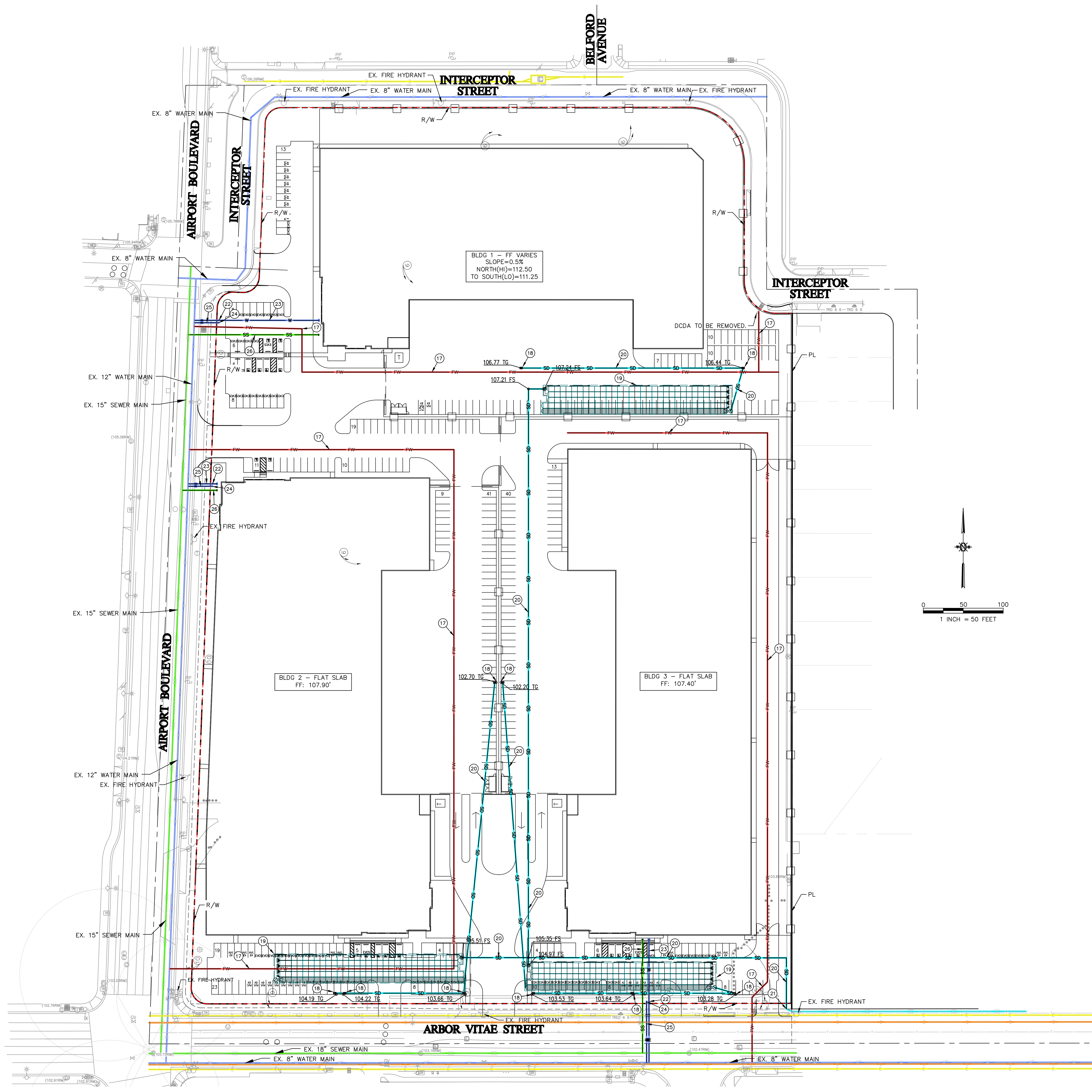
DRAWN BY	CP
CHECKED BY	

PROPOSED ONE STORY WAREHOUSE BUILDING  
 PRELIMINARY UTILITY PLAN  
 9000 SOUTH AIRPORT BLVD.  
 LOS ANGELES, CA

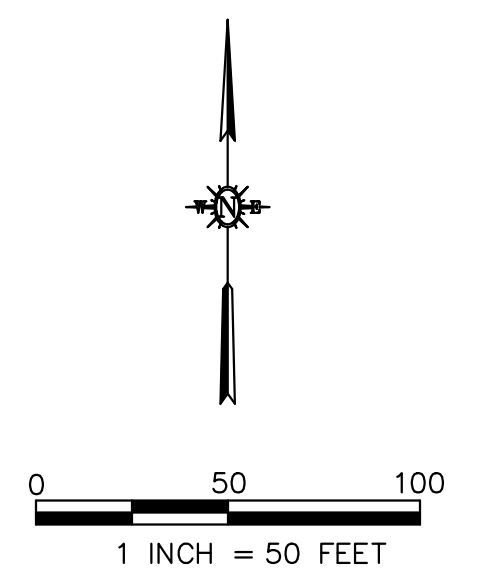
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- CIVIL NOTES**
- (17) FIREWATER
  - (18) STORM DRAIN INLET
  - (19) UNDERGROUND INFILTRATION SYSTEM
  - (20) STORM DRAIN PIPE
  - (21) CONNECTION TO CITY OF LA STORM DRAIN
  - (22) 2" DOMESTIC METER, BACKFLOW
  - (23) 2" DOMESTIC SERVICE
  - (24) 2" LANDSCAPE METER, BACKFLOW
  - (25) 2" LANDSCAPE SERVICE
  - (26) 6" SANITARY SERVICE
- LEGEND**
- WATER LINE — W
  - SANITARY SEWER LINE — SS
  - STORM DRAIN LINE — SD
  - FIRE LINE — FW
  - ELECTRICAL LINE — E
  - GAS LINE — G



REV. NO.	DATE	REVISION	DESIGNED BY	CHECKED BY	DATE



DATE	7-11-2023
SCALE	1" = 40'
CA JOB NO.	230326
PROJECT	PROPOSED ONE STORY WAREHOUSE BUILDING PRELIMINARY UTILITY PLAN 9000 SOUTH AIRPORT BLVD. LOS ANGELES, CA

DRAWN BY	JR
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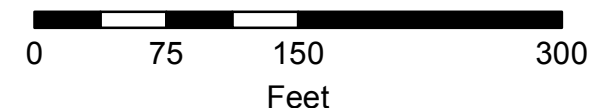
PROPOSED ONE STORY WAREHOUSE BUILDING  
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 9000 SOUTH AIRPORT BLVD.  
 LOS ANGELES, CA

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 C6-3  
 OF GP-6



**Attachment 2. City of Los Angeles Sewer Wye Map**





Notes:



**WESTLA DISTRICT SEWER WYE MAP**

- Clean Out
- Lamp Hole
- Sewer Cleanout
- Corrosion Hole
- Physical Structure Abandoned
- Wet Maintenance Hole
- Gate Valve
- Other Valve
- Outlet
- Road Valve
- Manhole
- Transition Non Structure
- Sewer Structure
- Drop Trap Maintenance Hole
- Trapping Structure
- Junction
- Junction Change
- Junction Structure
- Maintenance Hole
- Other Maintenance Hole
- Other Structure
- Split
- Special Structure
- Special Structure
- Terminal Maintenance Structure
- Transition Structure
- Trap Structure
- Valve Vault
- Sewer Valve

**Wyes**

- In Service
- No Permit

**Sewer Pipes**

- In Service
- Abandoned
- Inactive
- Labels



Plotted Date: 12/7/2016  
Revised :

093B169

**Attachment 3. City of Los Angeles Sewer Capacity Availability Report (SCAR)**

## Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation

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

Job Address:	<b>9000 S AIRPORT BLVD</b>	Sanitation Scar ID:	<b>72-7055-0524</b>
Date Submitted	<b>02/01/2024</b>	Request Will Serve Letter?	<b>Yes</b>
BOE District:	<b>West LA District</b>		
Applicant:	<b>Samuel Jacoby</b>		
Address:	<b>16842 Von Karman Ave, Suite 150</b>	City :	<b>Irvine</b>
State:	<b>CA</b>	Zip:	<b>92606</b>
Phone:	<b>949-236-1247</b>	Fax:	
Email:	<b>samj@cannoncorp.us</b>	BPA No.	<b>N/A</b>
S-Map:	<b>564</b>	Wye Map:	<b>7926-4</b>

### SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	ARBOR VITAE ST	56405044	56405043	18	100.00	90,000 sf office 320,056 sf industrial warehouse

### Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	OFFICE BUILDING	120	KGSF	90,000	10,800
2	WAREHOUSE	30	KGSF	320,056	9,602
<b>Proposed Total Flow (gpd):</b>					<b>20,402</b>

Remarks      1] Approved for maximum allowable capacity of 20,402 GPD (14.17 gpd) 2] Developer to install and maintain a private odor trap in the public ROW. BOE to confirm connection methods. 3] This SCAR will supersede previous SCAR ID # 72-6941-0224.

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

Date Processed:      **05/14/2024**      Expires On:      **11/10/2024**

Processed by: <b>Albert Lew</b> Bureau of Sanitation Phone: 323-342-6207 Sanitation Status: <b>Approved</b> Reviewed by: <b>Erick Medina</b> on <b>05/13/2024</b>	Submitted by: <b>Dinah Garin</b> Bureau of Engineering West LA District Phone:
--	---

Fees Collected <b>Yes</b>	SCAR FEE (W:37 / QC:704) <b>\$1,430.00</b>
Date Collected <b>05/10/2024</b>	SCAR Status: <b>Completed</b>

Scar Request Number: 5641



### **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*

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05/14/2024

**SAMUEL JACOBY**  
**16842 VON KARMAN AVE, SUITE 150**  
**IRVINE, CA, 92606**

Dear Samuel Jacoby,

**SEWER AVAILABILITY: 9000 S AIRPORT BLVD**

The Bureau of Sanitation has reviewed your request of 02/01/2024 for sewer availability at **9000 S AIRPORT BLVD**. Based on their analysis, it has been determined on 05/14/2024 that there is capacity available to handle the anticipated discharge from your proposed project(s) as indicated in the attached copy of the Sewer Capacity Availability Request (SCAR) .

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

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

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

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

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

Sincerely,

Dinah Garin

West LA District, Bureau of Engineering

City of Los Angeles  
Bureau of Engineering

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

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

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

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

**Questions and Answers:**

**1. When is the SCARF applied, or charged?**

*It applies to all applicants seeking a Sewer Capacity Availability Review (SCAR). SCARs are generally required for Sewer Facility Certificate applications exceeding 10,000 gpd, or request from a property owner seeking to increase their discharge thru their existing connection by 10,000 gpd or more, or any groundwater related project that discharges 10,000 gpd or more, or any proposed or future development for a project that could result in a discharge of 10,000 gpd.*

**2. Why is the SCARF being charged now when it has not been in the past?**

*The City has seen a dramatic increase in the number of SCARs over 10,000 gpd in the last few years and has needed to increase its resources, i.e., staff and gauging efforts, to respond to them. The funds collected thru SCARF will help the City pay for these additional resources and will be paid by developers and property owners that receive the benefit from the SCAR effort.*

**3. Where does the SCARF get paid?**

*The Department of Public Works, Bureau of Engineering (BOE) collects the fee at its public counters. Once the fee is paid then BOE prepares a SCAR request and forwards it to the BOS where it is reviewed and then returned to BOE. BOE then informs the applicant of the result. In some cases, BOS works directly with the applicant during the review of the SCAR to seek additional information and work out alternative solutions*



## Sewer Capacity Availability Request (SCAR)

To: Bureau of Sanitation

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

Job Address:	<b>9000 S Airport Blvd</b>	Sanitation Scar ID:	<b>72-6941-0224</b>
Date Submitted	<b>02/01/2024</b>	Request Will Serve Letter?	<b>Yes</b>
BOE District:	<b>West LA District</b>		
Applicant:	<b>Samuel Jacoby</b>		
Address:	<b>16842 Von Karman Ave, Suite 150</b>	City :	<b>Irvine</b>
State:	<b>CA</b>	Zip:	<b>92606</b>
Phone:	<b>949-236-1247</b>	Fax:	
Email:	<b>samj@cannoncorp.us</b>	BPA No.	<b>N/A</b>
S-Map:	<b>564</b>	Wye Map:	<b>7926-5 7926-1 7926-4</b>

### SIMM Map - Maintenance Hole Locations

No.	Street Name	U/S MH	D/S MH	Diam. (in)	Approved Flow %	Notes
1	ARBOR VITAE ST	56405044	56405043	18	100.00	80,000 sf office 355,390 sf industrial warehouse

### Proposed Facility Description

No.	Proposed Use Description	Sewage Generation (GPD)	Unit	Qty	GPD
1	OFFICE BUILDING	120	KGSF	80,000	9,600
2	WAREHOUSE	30	KGSF	355,390	10,662

**Proposed Total Flow (gpd): 20,262**

Remarks      1] This SCAR supersedes SSID 71-6796-1023. 2] Approved for the maximum allowable capacity of 20,262 GPD (14.07 gpm). 3] Developer to install and maintain a private odor trap in the public ROW outside of the property line and before the mainline that adheres to standard plan S-112. BOE to confirm connection methods.

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

Date Processed:      **02/24/2024**      Expires On:      **08/22/2024**

Processed by: <b>Albert Lew</b> Bureau of Sanitation Phone: 323-342-6207 Sanitation Status: <b>Approved</b> Reviewed by: <b>Ricardo Avendano</b> on <b>02/21/2024</b>	Submitted by: <b>Dinah Garin</b> Bureau of Engineering West LA District Phone:
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Fees Collected      **Yes**      SCAR FEE (W:37 / QC:704) **\$1,430.00**

Scar Request Number: 5640

Date Collected

02/20/2024

SCAR Status:

**Completed**

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

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