

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY: City of Los Angeles Department of City Planning; COUNCIL DISTRICT: 9 - Price

PROJECT TITLE: Omega; LOG REFERENCE: ENV-2018-2454-CE

PROJECT LOCATION: Omega 758 - 832 West Adams Boulevard & 2610 South Severance Street

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: Omega Demolition of an existing building and construction of seven buildings containing 99 apartment units

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: Omega

CONTACT PERSON: Omega Nicholas Ayars; AREA CODE: Omega 213; TELEPHONE NUMBER: Omega 978-1347; EXT.:

Table with 3 columns: EXEMPT STATUS (Check One), STATE CEQA GUIDELINES, CITY CEQA GUIDELINES. Rows include MINISTERIAL, DECLARED EMERGENCY, EMERGENCY PROJECT, CATEGORICAL EXEMPTION (Class 32), and OTHER.

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE: [Signature]; TITLE: City Planning Associate; DATE: 8/30/18

FEE: \$5,779.00; RECEIPT NO.: 010183589; REC'D. BY: Ivory Chambershi; DATE: 4/30/18

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

Omega NAME (PRINTED)

Omega SIGNATURE

Omega DATE

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

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RENEE DAKE WILSON
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August 30, 2018

Applicant/Owner:
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Suite 1150
Los Angeles, CA 90025

Representative:
Kyndra Casper
DLA Piper LLP (US)
550 South Hope Street
Suite 2400
Los Angeles, CA 90071-2678

RE: Case No. ZA-2018-2453-DB-CU-SPR
Address: 806 West Adams Boulevard (758 –
832 West Adams Boulevard)
Planning Area: South Los Angeles
Zone : RD1.5-1-O
D. M. : 121-5A201, 123A201, 123A203
C. D. : 9
CEQA : ENV-2018-2454-CE

RE: ENV-2018-2454-CE (Categorical Exemption - Class 32)

Project Description:

The proposed project is located at 758 – 832 West Adams Boulevard & 2610 South Severance Street and involves the construction and operation of an urban infill residential development on an approximately 2.8-acre site in the University Park neighborhood of the South Los Angeles Community Plan Area, less than one mile from the University of Southern California (USC) campus. The irregularly-shaped project site is located at the southeast corner of West Adams Boulevard and Severance Street on a block that is also bordered by Figueroa Street to the east, 28th Street to the south, and University Avenue to the southeast. The Project Site is zoned RD1.5-1-O (Restricted Density Multiple Dwelling, Height District 1, Oil Drilling Supplemental Use District) in the Los Angeles Municipal Code (LAMC) and designated as Low Medium II Residential in the South Los Angeles Community Plan. The project site is currently occupied by a two-story plaster building used by the University of Southern California as an office, childcare, and classroom facility, as well as a surface parking lot and ornamental trees and landscaping. The project site previously contained a separate two-story office, childcare, and classroom facility that was demolished in 2017 as a separate action that is not part of the currently proposed project. The existing building was constructed in 1971. Adjacent land uses include a four-story residential building to the west across Severance Street, a three-story residential building to the north across Adams Boulevard, a two-story commercial building on the adjacent property to the east, and two

and one-story residential and educational buildings to the south owned by the University of Southern California. Transit bus service is provided along Washington Boulevard, 23rd Street, Adams Boulevard, Jefferson Boulevard, Figueroa Street, Flower Street, Vermont Avenue, and Hoover Street within the project site vicinity. Additionally, the Project Site is located less than 0.5 miles southwest of the Los Angeles County Metropolitan Transportation Authority's (Metro) Expo Line LATT/Ortho Institute light rail station, which provides service between downtown Los Angeles and downtown Santa Monica.

The project will demolish the existing on-site building and parking lot and construct 99 five-bedroom rental flats within six, three-story buildings over a single-level podium parking structure, totaling four stories. Five of the units will be restricted affordable units for Very Low Income households. An additional four-story building provides a clubhouse that would include a variety of resident-serving amenities. In total, the project will construct 183,150 square feet of new floor area. The seven proposed buildings sit on a fully enclosed and screened single-level, ground-floor parking structure providing a total of 259 vehicle parking spaces for off-street parking. Vehicular access to the project site will be provided via a full access driveway (accommodating both right-turn and left-turn ingress/egress movements) located on Severance Street and a restricted access driveway (accommodating only right-turn ingress/egress movements) located on Adams Boulevard. The driveways will be designed to LADOT standards under the review of City staff.

The project includes outdoor residential amenity spaces at the podium and building roof levels. The podium-level amenity space would include landscaping, gathering areas, paseos, outdoor cooking areas, and an outdoor swimming pool. Building roofs contain additional private amenity spaces that would include landscaping and outdoor lounge and cooking areas.

Construction of the project is scheduled to begin in 2019 and would occur over a 22-month period, with anticipated completion in 2021. Although the project is anticipated to be constructed in a single phase, construction could occur in multiple phases.

During the construction period, approximately 16,120 cubic yards of building demolition material, asphalt/pavement, and soil would be exported from the project site. The proposed haul route from the project site would involve trucks traveling east on Adams Boulevard, north on Figueroa Street, west on 18th Street, and north on I-110 to a proposed export site in Santa Clarita. The final haul route is subject to review and approval by the Los Angeles Department of Building and Safety.

Because the project applicant is seeking discretionary City approvals, the Project meets the definition of a "project" under the California Environmental Quality Act (CEQA). (See CEQA Guidelines § 15378.) However, technical analyses of the Project determined that it is eligible for the Categorical Exemption from CEQA environmental review pursuant to Article III, Section I, Class 32 of the CEQA Guidelines. The Class 32 Exemption is intended to promote infill development within urbanized areas. It applies to urban infill projects that meet the following criteria:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services. (CEQA Guidelines § 15332.)

Generally, in determining that a project is exempt from CEQA, the City need not follow any particular procedural formalities. (*Great Oaks Water Co. v. Santa Clarita Valley Water Dist.* (2009) 170 Cal.App.4th 956, 966-967). However, the City must include in the administrative record “substantial evidence of every element of the contended exemption....” (*Western Mun. Water Dist. v. Superior Court* (1986) 187 Cal.App.3d 1104, 1113.) Once the City has determined that a project is exempt, CEQA no longer applies and no environmental review is required. (CEQA Guidelines Sec.15002(k)(1); *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 74.) Thus, regarding the Class 32 Exemption, for a project to qualify for a Class 32 exemption, it must demonstrate with substantial evidence that it would meet each of the criteria, including the criteria under subsection (d) of CEQA Guidelines Section 15332, which require a project not to have a significant effect on the environment with respect to traffic, noise, air quality, or water quality. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21608).

The Project qualifies for the Class 32 Categorical Exemption as follows:

CLASS 32 CATEGORICAL EXEMPTION

The Project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of an “In-fill Project.” due to meeting the five conditions listed below.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The 124,257-square-foot (approximately 2.8 acres) Project Site is located within the South Los Angeles Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The South Los Angeles Community Plan land use designation for the Project Site is Low Medium II Multiple Family Residential with RD1.5, RD2, RW2, and RZ2.5 listed as corresponding zones. The Project Site is zoned RD1.5-1-O (Restricted Density Multiple Dwelling, Height District 1, Oil Drilling Supplemental Use District). The Project Site is within the South Los Angeles Alcohol Sales Specific Plan area established by Ordinance No. 171,681 (amended by Ordinance No. 173,455) as requiring conditional use approval for the sale of alcohol, which is not applicable to the Project. The Project Site is also within the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay (NSO) District established by Ordinance No. 180,2018. The Project Site is not within the boundaries of any other specific plan, overlay, or interim control ordinance.

The Project proposes the demolition of an existing two-story plaster classroom and office building and the construction of a multi-family residential development that would include 99 five-bedroom rental flats (up to 495 bedrooms) within six residential buildings and one clubhouse building totaling 183,150 square feet of new development. Building 1 would be a four-story club house building. Buildings 2, 3, 4, 5, 6, and 7 would be three-story residential buildings over one story of parking (totaling four stories). Five of the proposed units would be restricted affordable units for Very Low Income households; as such, the

Project is eligible for a density bonus of up to 20 percent and one incentive under the State Density Bonus Law and the City's Density Bonus Ordinance. (Ordinance No. 179,681.) As a multiple dwelling residential use, the Project is an allowable use in the RD1.5 zone. The RD1.5 zone requires a minimum area of 1,500 square feet per dwelling unit, establishing a base maximum density of 83 units for the Project Site (124,257 / 1,500). With the allowable 20 percent density bonus, a maximum of 99 dwelling units are allowed on the Project Site. The Project proposes 99 dwelling units and is therefore consistent with the maximum density restriction applicable to the Project Site under the LAMC. The Project would have a Floor Area Ratio (FAR) of 1:72 (183,150 square feet) and is therefore consistent with the Project Site's maximum FAR restriction under the LAMC of 3:1 (319,362 square feet). Height District 1 allows a maximum height of 45 feet in the RD1.5 zone. The Project is eligible for a height increase incentive under the City's Density Bonus Ordinance of up to 11 feet, for a maximum allowable height of 56 feet. The Project would have a maximum height of 56 feet and is therefore consistent with the maximum height restriction. As proposed, the building footprints and envelopes are consistent with the applicable requirements of the underlying zone.

The General Plan designation in the South Los Angeles Community Plan for the Project Site is Low Medium II Residential, which is consistent with the Project Site's RD1.5 zoning and promotes multi-family residential uses such as the Project at densities and scales consistent with the Project, as set forth herein. The South Los Angeles Community Plan identified goals, objectives, policies, and programs to guide development in the community plan area, including residential projects. The Project satisfies the applicable goals, objectives, and policies of the South Los Angeles Community Plan including locating higher residential densities near commercial centers, transit stations, and bus routes (Policy 1-2.1), providing for the clustering of housing units to help decrease the cost of land per unit (Policy 1-5.4), and requiring that proposed development be designed to enhance and be compatible with adjacent development (Policy 1-6.4).

The Project Site is located in the North University Park-Exposition Park-West Adams NSO District, the purpose of which is to: (A) promote well planned housing to meet the needs of a college/university student housing, and the needs of the community; (B) address impacts of multiple-habitable room projects which may be incompatible with surrounding development; (C) encourage well-planned neighborhoods with adequate parking and to individually review proposed large multiple-habitable room projects; (D) assure that the project provides adequate on-site parking; and, (E) address a concentration of campus-serving housing in the vicinity. The Project would provide 99 five-bedroom rental flats (up to 495 bedrooms) of off-site housing located close to transit and amenities. The Project is located in an area surrounded by other residential uses and would be compatible with the surrounding environment. The Project would be required to provide 247 parking spaces pursuant to LAMC Section 12.22.A.25(d)(1)(III) – Affordable Parking Option 1, under the City's Density Bonus Ordinance. Parking Option 1 is consistent with the requirements of the State Density Bonus Law under Government Code Section 65915(p)(1)(A) – (C), which provide that the City cannot require parking ratios that exceed the rates of Parking 1 option where requested by a developer providing at least the minimum number of affordable housing units under the Density Bonus law. Consistent with these requirements, the Project would provide 259 spaces in a single-level podium parking structure below the residential buildings. For these reasons, the project would be consistent with the North University Park-Exposition Park-West Adams NSO District.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The approximately 2.8-acre Project Site is located in the South Los Angeles Community Plan area within the city limits of Los Angeles. The Project Site is located within a previously developed portion of the University Park neighborhood, situated between a four-story residential building to the west across Severance Street, a three-story residential building to the north across Adams Boulevard, and a two-story commercial building to the south owned by the University of Southern California. The location is close to transit, as well as cultural, commercial/retail, and entertainment amenities. Therefore, the Project would occur within city limits on a site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

The Project Site is located in an urbanized area within the South Los Angeles Community Plan area. This site is currently developed and occupied by a two-story plaster building and accompanying surface parking lot with ornamental trees and landscaping. Existing development covers the majority of the Project Site. There are no special-status plant species observed within a 2-mile radius of the Project Site (California Natural Diversity Database, 2018). While occurrences of American Badger, Burrowing owl, and Southwestern willow flycatcher have been observed within a 2-mile radius of the Project Site (California Natural Diversity Database, 2018), the existing landscaping at the Project Site is ornamental and not expected to provide habitat for any special-status species. Further, the Project Site is in an urban area and heavily disturbed. Therefore, the Project Site has no value as habitat for endangered, rare, or threatened species. While ornamental landscaping may provide nesting habitat for native birds and temporary roosting habitat for tree-nesting bats, the applicant will be required to comply with existing laws and regulations that protect raptors and migrating birds. In accordance with standard City conditions of approval and in compliance with applicable regulatory standards, pre-construction surveys of all potential special-status bird nesting habitat in the area of construction disturbance would be required as a condition of approval if Project construction occurs during nesting season. Therefore, the Project would not result in any impacts to listed species or the degradation of habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The Project Site is currently developed and occupied by a two-story plaster building and associated surface parking lot and landscaping. The Project involves the demolition of the existing two-story plaster building and the construction of a multi-family residential development which would include 99 five-bedroom rental flats (up to 495 bedrooms) within six, four-story buildings and a four-story clubhouse building totaling 183,150 square feet. All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic

The Project Site occupies approximately 2.8 acres, or 124,257 square feet, and is developed with a two-story building, surface parking lot, and associated landscaping. The Project would demolish the existing building and replace it with a multi-family residential development which would provide off-campus student housing. The Los Angeles Department of Transportation (LADOT) analyzes potential project-generated traffic impacts by measuring traffic at selected intersections during typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hours, and then comparing these existing conditions with projections of present and future conditions, with and without the Project. The August 2018 *Transportation Impact Study for the 806 W. Adams Boulevard Residential Project* (Gibson, 2018) determined that, after accounting for trip reduction credits, the Project would generate 1,126 net new trips to and from the Project Site on a typical weekday (see Attachment A). This would include 12 morning peak hour trips and 75 afternoon peak hour trips. The study conducted detailed analyses of the effect of these trips within study area that includes six intersections under Existing with Project Conditions and Future with Project Conditions. Under Existing with Project Conditions, the study determined that all intersections would continue to operate at a Level of Service (LOS D) or better during the analyzed peak hours (consistent with existing conditions). Under Future with Project Conditions, the study determined that incremental traffic increases resulting from the Project would not exceed the applicable thresholds of significance created by LADOT that are utilized by the City for CEQA traffic analyses, and thus would not result in a significant impact at any of the six intersections within the study area. Thus, the Project would not result in significant traffic and transportation impacts and no mitigation measures are required. The study also concluded, in accordance with the 2010 Los Angeles County Congestion Management Program (Metro, 2010) (CMP) guidelines, that the Project would not have a significant impact on the regional freeway, arterial, or regional transit system.

Noise

A significant impact would occur if the Project would result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan or applicable provisions the City's noise ordinance. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. These regulations pertain to construction hours (LAMC Section 41.40). LAMC Section 41.40 specifies that no person shall, between the hours of 9:00 p.m. and 7:00 a.m. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure. In addition, the operation, repair or servicing of construction equipment and the delivery of construction materials to the Project Site shall be prohibited during the hours specified. Of particular relevance to the Project, LAMC Section 112.05 also specifies the maximum noise level of powered equipment or powered hand tools in residential land use zones. It states that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 A-weighted decibels (dBA) for construction equipment at a distance of 50 feet. The 75 dBA noise limitation does not apply when compliance is not technically

feasible. LAMC Section 112.02 prohibits air conditioning, refrigeration, heating, pumping, and filtering equipment from increasing existing average ambient noise levels by more than 5 dBA.

The August 2018 *Environmental Noise Study for the 806 W Adams Residential Project* (ICF, 2018) determined that the Project would comply with applicable LAMC noise regulations with proposed noise control methods incorporated into the construction process and Project design and operations (see Attachment B). Project construction activities would occur within the permitted hours established in LAMC Section 41.40, and noise levels generated from construction equipment would not exceed the maximum noise level of 75 dBA at noise-sensitive receptors located off-site after implementation of noise control methods in accordance with LAMC Section 112.05. During operations, the incorporation of noise control methods by the Project would ensure that all noise-generating mechanical equipment (e.g., heating, ventilation, and air conditioning equipment) would comply with the requirements of LAMC Section 112.02, and that noise from the Project's outdoor residential amenity spaces would comply with noise limits set forth in the LAMC. Additionally, groundborne vibration generated from the operation of heavy construction equipment at the Project Site would not reach levels that would result in building damage or human annoyance at off-site structures under widely-used standards produced by Caltrans. Furthermore, as a residential development the Project would not have any major sources of vibration during daily operations. Therefore, the Project would not result in any significant noise or groundborne vibration impacts.

Air Quality

The August 2018 *Air Quality Analysis for the 806 W. Adams Residential Project* (ICF, 2018; see Attachment C) includes an analysis of the potential for short- and long-term air quality impacts associated with construction and operation of the Project. According to the Air Quality Analysis, Project construction would generate criteria pollutants, ozone precursor pollutants, and small amounts of Toxic Air Contaminants (TACs). However, emissions would not exceed South Coast Air Quality Management District (SCAQMD) regional mass emissions thresholds or localized significance thresholds, which are the CEQA thresholds of significance adopted for development projects utilized by the City. Project operation would also generate criteria pollutant and ozone precursor pollutants. However, emissions from long-term operations would not exceed the SCAQMD regional mass emissions thresholds or localized significance thresholds. Additionally, based on the traffic operations and volumes in the Project area, the Project would not create a Carbon Monoxide (CO) hot spot. Project construction and operations would also only produce small amounts of TACs that would not present a health risk to surrounding residents and the community as a whole. Minor odors may be produced during the construction period, such as from equipment exhaust and the application of architectural coatings, but any odors produced would be temporary and intermittent in nature, and would apply with applicable ordinances of the City and SCAQMD rules to minimize impacts. In light of the foregoing, the Project would not result a significant environmental impact regarding odors.

Further, the Project is consistent with the SCAQMD 2016 Air Quality Management Plan (AQMP), as it would not interfere with attainment of ambient air quality standards. Projects whose growth is included in the projections used in the formulation of the AQMP are

considered to be consistent with the plan and not to interfere with its attainment. The AQMP growth assumptions are based on SCAG's 2016-2040 RTP/SCS regional growth forecast. The Project is consistent with applicable growth protections under the 2016-2040 RTP/SCS and the South Los Angeles Community Plan. The Project's growth is also consistent with the 2016 RTP/SCS goals and objectives under SB 375 to implement "smart growth" and State efforts to meet goals in the reduction of greenhouse gases. The Project would not conflict with or obstruct implementation of the AQMP for the additional reason that, as stated above, its construction and operational emissions would all be less than significant. The Project's criteria pollutant emissions would thus not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the SCAQMD's efforts to achieve attainment with respect to any criteria pollutant for which it is currently not in attainment, or to cause the Air Basin to deteriorate from its current attainment status with respect to any other air pollutant emissions.

Water Quality

The mostly impervious Project Site contains a structure, surface parking lot, and perimeter open space/landscaping. The Project would demolish the existing two-story building and construct seven four-story buildings on a developed 2.8-acre site. A minimum of 25 percent of exterior the open space areas would be planted with ground cover including trees, shrubs and other surficial landscaping. The Project Site is not adjacent to any water sources. Construction would include Best Management Practices (BMPs) set forth in a stormwater pollution prevention plan (SWPPP) in accordance with the State Stormwater NPDES Construction General Permit administered by the State Water Resources Control Board (SWRCB), compliance with which would be regulated by the Los Angeles Regional Water Quality Control Board. BMPs would reduce both stormwater and non-stormwater discharges during construction and would minimize the mobilization of sediment to storm drains. The Project would also be subject to and would comply with the applicable provisions of LAMC Chapter IV, Article 4.4, Stormwater and Urban Runoff Pollution Control, which prohibits the entry of illicit discharges into the municipal storm drain system. The City would also require the Project to comply with *Development Best Management Practices Handbook, Part A: Construction Activities*, 3rd edition.¹ In addition, BMPs would be required during general operation of the project to ensure that storm water runoff meets the established applicable water quality standards and waste discharge requirements. Among the LAMC regulatory requirements, the Project would also adhere to requirements established by Ordinance No. 181,899 ("LID Ordinance") which expanded the applicability of the former Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater Low Impact Development (LID) strategies on projects that require building permits. The City's LID Ordinance mandates that the Project include design approaches and BMPs that are designed to address runoff and pollution at the source. To this end, LID is implemented through BMPs that fall into four categories: site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. The goal of these LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-

¹ City of Los Angeles, Best Management Practices Handbook, Part A, available at: http://www.lastormwater.org/wp-content/files_mf/parta.pdf. Accessed July 19, 2018.

inch of runoff flow during storm events defined in the City's LID BMP handbook, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs. The Project applicant would be required to prepare and implement a stormwater mitigation plan and incorporate stormwater mitigation measures into the design plans in accordance with the above regulatory requirements for the City to review and approve before a building permit for the Project is issued. As a result of compliance with these regulatory requirements, the Project would not result in the degradation of stormwater runoff and would not result in significant impacts relating to water quality.

(e) The site can be adequately served by all required utilities and public services.

The Project Site occupies approximately 2.8 acres in an urbanized area within the South Los Angeles Community Plan area and is currently developed with a two-story building, surface parking lot, and associated landscaping. The Project Site is served by all required utilities and public services.

Utilities

The Los Angeles Department of Water & Power (LADWP) would provide water service to the Project Site. The existing water supply system serving the Project Site includes a 12-inch line in Adams Boulevard and an 8-inch line in University Avenue. The existing uses at the Project Site consume approximately 755,000 gallons of water per year (425,000 gallons for indoor use and 330,000 gallons for outdoor use). The Project is estimated to consume approximately 12,270,000 gallons of water per year (11,750,000 gallons for indoor use and 520,000 gallons for outdoor use), resulting in a net increase of approximately 11,515,000 gallons per year (NAI 2018). An engineering review of the Project Site determined that there is expected capacity within the water system to serve the Project, and offsite improvements are not anticipated (CCE 2018). If improvements are required to provide adequate water pressure, looping and booster pumps are expected to be adequate to meet domestic and fire demands. The Project would be subject to LADWP and Los Angeles Fire Department (LAFD) review to ensure that facilities are adequate to meet the domestic and fire water demands of the Project. Furthermore, LADWP provided a Water Availability-Will Serve letter confirming that the Project can be supplied with water from the municipal system (LADWP 2018a). Therefore, the Project can be adequately served by the water system.

The Project Site is connected to wastewater infrastructure maintained by the Los Angeles Department of Public Works, Bureau of Sanitation (LA Sanitation), which conveys wastewater to the Hyperion Water Reclamation Plant. The Project Site connects to the sewer system at the corner of University Avenue and 27th Street via an 8-inch sewer line that extends south down University Avenue to 28th Street where it increases to a 12-inch sewer line before connecting with a 24-inch main at 30th Street (CCE 2018). The existing uses at the Project Site generate approximately 425,000 gallons of wastewater annually, and the Project is estimated to generate approximately 11,750,000 gallons of wastewater annually (NAI 2018). Thus, the Project would result in an annual increase of 11,325,000 gallons of wastewater generated at the Project Site. The Project Applicant would be required to obtain approval from LA Sanitation confirming that the wastewater infrastructure in the area is adequate to meet the wastewater demands of the Project

before any project construction can commence. An engineering review of the Project determined that, if required, offsite capacity improvements are expected to be limited to the 8-inch and possibly 12-inch sections of the sewer line in University Avenue. Due to the limited extent of the anticipated improvements (approximately 400 feet along each segment), significant environmental impacts would not occur. Therefore, the Project can be adequately served by the wastewater system.

Electricity service is provided to the Project Site by LADWP. Underground distribution lines exist within Adams Boulevard, with overhead poles at the corner of University Avenue and 27th Street. Existing electricity consumption at the Project Site is 300,000 kilowatt hours (kWh) annually and the Project is estimated to consume approximately 2,425,000 kWh annually (NAI 2018). Thus, the Project would result in an annual increase of approximately 2,125,000 kWh of electricity consumed at the Project Site. An engineering review of the Project determined that there is adequate capacity to serve the Project's estimated electricity demand (CCE 2018). Furthermore, LADWP provided a Will Serve letter confirming that electric service is available and that the estimated electricity demand for the Project has been taken into account in the planned growth of the power system (LADWP 2018b). Therefore, the Project can be adequately served by the electricity system.

The Southern California Gas Company (SoCalGas) provides natural gas service to the Project Site. The Project Site is served by an existing 8-inch gas line in Adams Boulevard and a 2-inch gas line in 27th Street (CCE 2018). Existing natural gas consumption at the Project Site is 2,800 million British Thermal Units (MMBtu) annually and the Project is estimated to consume approximately 14,500 MMBtu annually (NAI 2018). Thus, the Project would result in an annual increase of approximately 11,700 MMBtu of natural gas consumed at the Project Site. SoCalGas provided a Will Serve letter confirming that the SoCalGas has facilities in the area that can adequately serve the Project (SoCalGas 2018). Therefore, the Project can be adequately served by the natural gas system.

Public Services

The Los Angeles Fire Department (LAFD) provides fire service to the Project Site. The LAFD has 3,216 sworn personnel and 379 civilian fire personnel (LAFD 2018a). The Project would be served by Fire Station 15, located at 3000 Hoover Street, approximately 0.26 miles from the Project Site (LAFD 2018b). The Project would be required to comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9) and the Fire Code (Chapter 7) as well as Section 57.507.3.1 of the LAMC regarding fire flow requirements. Compliance with these requirements would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to the issuance of a building permit. The residential use proposed by the Project would be consistent with surrounding uses and would not represent a unique or substantial fire hazard. Therefore, the Project can be adequately served by the LAFD.

The Los Angeles Police Department (LAPD) provides police service to the Project Site. The LAPD has 9,867 sworn officers and averages 21 officers per square mile (LAPD 2016). The Project would be served by the Southwest Community Police Station which is located less than two miles from the Project Site and employs 352 sworn personnel and 32 civilian personnel serving a community of over 165,000 people (LAPD 2018). In

addition, the Project Site is also within the service area of the USC campus safety department. USC has one of the largest campus public safety departments in the United States, with 306 full-time personnel and 30 part-time student workers (USC 2018b). While the Project would introduce a new residential population to the Project Site and therefore increase the service population in the area, the increased demand for LAPD services would be offset by the USC campus safety department. Furthermore, the Project would incorporate security measures (e.g., restricted access and surveillance) and would be designed in accordance with the LAPD's "Design Out Crime" guidelines, which incorporate Crime Prevention Through Environmental Design (CPTED) techniques. Therefore, the Project can be adequately served by the LAPD.

The Los Angeles Unified School District (LAUSD) provides school service to the Project Site. LAUSD enrolls more than 640,000 students in over 900 schools and 187 public charter schools (LAUSD 2018a). The Project Site is located in LAUSD's Central District (LAUSD 2018b). Because the Project would provide off-site campus housing for USC students, the number of Project-generated elementary, middle, or high school students would be expected to be minimal. Furthermore, the Project Applicant would be required to pay developer fees to the LAUSD in accordance with Senate Bill 50 which would offset impacts to schools. Therefore, the Project can be adequately served by the LAUSD.

The Los Angeles Public Library (LAPL) provides library service to the Project Site. There are five LAPL branches libraries within 2.5 miles of the Project Site: the Pico Union Branch Library is 1.5 miles from the Project Site; the Dr. Mary McLeod Bethune Regional Library is 1.86 miles from the Project Site; the Vermont Square Branch Library is 2.16 miles from the Project Site; the Junipero Serra Branch Library is 1.92 miles from the Project Site; and the Leon H. Washington Jr. Memorial Branch Library is 2.32 miles from the Project Site (LAPL 2018). In addition, because the Project would provide off-site campus housing for USC students, it is anticipated that the majority of Project residents would have access to USC library facilities. USC has an extensive library system which includes 20 specialized libraries, special collections, and archives which the students could access (USC 2018). While the Project would introduce a new residential population to the Project Site and therefore increase the service population in the area, the increased demand for LAPL services would be offset by USC library facilities. Therefore, the Project can be adequately served by the LAPL.

Exceptions to the use of Categorical Exemptions:

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

- A. *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [sic] all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

Because the Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The Project Site is in an urbanized area in the City of Los Angeles. The Project Site is located in a previously developed lot within a dense and highly developed urban area and is not located in a particularly sensitive environment. No wetlands, wildlife habitats, or endangered species are present on or near the Project Site; therefore, this exception is not applicable to the Project.

B. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The Project Site is previously developed and located in an urbanized area surrounded by other residential uses, in addition to some education and commercial uses. The Project is consistent with the South Los Angeles Community Plan as well as zoning and the requirements of the LAMC. As discussed above, the Project's impacts on biological resources would be less than significant as the Project Site has no value as habitat and standard pre-construction surveys would ensure that special-status species are not present in the onsite trees or landscaping that would be impacted prior to construction activities. The Project's impact on water quality would be less than significant as the project would adhere to all applicable laws and ordinances which would require LID features incorporated into the project design and stormwater BMPs to reduce potential impacts related to stormwater runoff during construction. The Project is not located on or visible from a scenic highway nor would the Project lead to a substantial adverse change in the significance of a historic resource, as determined by the Project's Phase 1 Historical Resource Assessment Report, 806 W. Adams Blvd. (Historic Resources Group, 2018). The Limited Phase I ESA for the Project Site determined there is a low probability of encountering hazardous materials at the Project Site. The Project would be served by existing utility lines and existing public services. The *Traffic Impact Study* (Gibson, 2018) considered the Project's contributions to traffic and determined them to be less than significant. The TIS also considered the Project's potential cumulative impacts, considering the Project's contributions to all future cumulative traffic growth (including related projects and ambient traffic growth) and determined them to be less than significant. Similarly, the Project's *Air Quality Analysis* (ICF, 2018) determined that the Project construction emissions would not exceed SCAQMD's regional mass or localized significance thresholds. Project operation emissions would not exceed SCAQMD's regional mass or localized significance thresholds and the Project would not result in any significant air quality impacts. Therefore, the Project's impacts as a whole would be less than significant and are not cumulatively considerable.

The immediate vicinity of the Project Site is undergoing intensification. There are over 70 related projects within a 1.5-mile radius of the Project Site, including at 2455 S Figueroa Street (145 apartments), 3101 S Figueroa Street (275 hotel rooms), 243 W Adams Boulevard (300 apartment units), and 505 W 31st Street (7 story student housing building). The related project closest to the Project Site is at 2716 S Severance Street (a 9,955-square foot child care center), directly south of the Project Site. Based on a review of the types and locations of the related projects, and considering the less-than-significant impacts that would result from the Project, the Project would not make a cumulatively considerable contribution to any significant cumulative impacts when considering it along with other related present, past, and reasonably foreseeable future projects. Therefore, this exception is not applicable to the Project.

- C. Significant Effect Due to Unusual Circumstances. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

This exemption does not apply to the Project. The Project Site is approximately 2.8 acres (124,257 square feet) and located within a highly urbanized area of the City of Los Angeles that includes residential uses with similar sizes and scale to the Project. The use and operations of the Project are compatible with surrounding residential development and consistent with the underlying zoning for the Project Site. The Project Site does not demonstrate any unusual circumstances, and the Project will not generate significant traffic, noise, or air quality impacts period, and therefore it will not produce any such impacts due to unusual circumstances. The Project Site is typical of residential urban infill development sites in transit priority areas, and neither the Project Site itself nor any of its surroundings, which consist of residential, commercial, and educational uses, present any uses, features or conditions that could reasonably be considered unusual as compared to the standard type of urban infill development the Class 32 exemption covers generally and in the more specific context of the urban environment in which the Project Site is located. Additionally, the residential use proposed by the Project is a typical use in the area, which is made up of mostly residential uses. Thus, there are no unusual circumstances that indicate that the Project would result in any significant impacts. Therefore, the unusual circumstances exception is not applicable to the Project.

- D. Scenic Highway. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The Project Site is not located on or near a portion of eligible and/or officially designated state or county scenic highway. According to the California Scenic Highway Mapping System (California Scenic Highway Mapping System, 2018), the closest eligible and/or officially designated roadway is the Arroyo Seco Historic Parkway (State Route 110) which begins near Dodger Stadium, approximately 2.87 miles north of the Project Site. The Project Site is not visible from this portion of the highway and the highway is not visible from the Project Site. Therefore, this exception is not applicable to the Project.

- E. Hazardous Waste Site. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

This exception is not applicable to the Project. An environmental database search was conducted as part of the August 2018 *Limited Phase I Environmental Site Assessment* for the 806 W Adams Residential Project (ICF, 2018; see Attachment D) to determine whether the Project Site or the area immediately surrounding the Project Site is included within the categories of sites on the list compiled pursuant to Government Code Section 65962.5 (the "Cortese List"). The Cortese List is compiled from several sources, which include, without limitation, underground storage tank and storage tank cleanup sites, solid waste disposal sites, and sites that are subject to various types of regulatory cleanups. The reviewed databases included federal and state American Society for Testing and Materials (ASTM)-standard databases compiled pursuant to Section 65962.5 of the Government Code. The Project Site was not identified in any of the environmental database searches conducted as part of the Limited Phase I ESA. Eleven offsite properties were identified

within a 0.50 mile radius of the Project Site. Of the 11 sites, two have been granted closure as they were deemed properly assessed and remediated (if necessary) by the oversight agency. No violations were identified with the remaining nine sites. The Limited Phase I ESA determined that there is a low probability of encountering contamination on the Project Site due to historical releases at these sites, none of which are adjacent to the Project Site. Additionally, aerial photographs and topographic maps reviewed did not present information that would indicate a potential hazardous material impact to the Project Site due to past uses, nor did the aerial photographs reveal any staining or equipment or other features that might indicate contamination sources or releases. Further, a site reconnaissance visit did not identify any hazardous materials or conditions. Therefore, this exception is not applicable to the Project.

- F. *Historical Resources.* A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The Project would not cause a substantial adverse change in the significance of a historical resource. The Project Site contains one two-story building, a small storage shed, a portion of a courtyard, and a surface parking lot. The Project Site is flanked to the east, south, and west by multi-family residential buildings and to the southwest by USC's UPC Child Development Center. The Project Site is not located in a designated Historic Preservation Overlay Zone or on a site designated as historic on any federal, state, or local database. The existing two-story building was designed and constructed in 1971. The June 14, 2018 *Phase 1 Historical Resource Assessment Report, 806 W. Adams Blvd* (Historic Resources Group, 2018; see Attachment E) determined that, based on visual observation, research of primary and secondary sources, and an analysis of established eligibility criteria, the existing onsite building is not eligible for historic designation at the local, state, or national level; therefore, demolition of the existing on-site uses and construction of the Project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. For these reasons, this exception is not applicable to the Project.

Conclusion:

As outlined above, the Project is located in an urbanized area, which is not a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The Project will not result in any significant impacts and will not make a cumulatively considerable contribution to any significant cumulative impacts. The Project is an allowable multi-family residential use, is consistent with the surrounding developments, does not present any unusual circumstances that would result in significant environmental impacts, nor would it constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in CEQA Guidelines Section 15300.2 apply to the Project. The Project is consistent with the existing General Plan designation, zoning, and other applicable requirements of the LAMC. The Project would not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, habitat, noise, air quality, or water quality and therefore will not make a considerable contribution to any significant cumulative traffic, air quality, or noise impacts. As such, the Project qualifies for a Class 32 Categorical Exemption.

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COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 9 - Price
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PROJECT TITLE Ω	LOG REFERENCE ENV-2018-2454-CE
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PROJECT LOCATION
Ω 758 – 832 West Adams Boulevard & 2610 South Severance Street

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
Ω Demolition of an existing building and construction of seven buildings containing 102 apartment units

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:
Ω

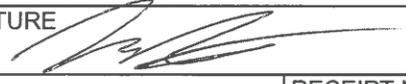
CONTACT PERSON Ω Nicholas Ayars	AREA CODE Ω 213	TELEPHONE NUMBER Ω 978-1347	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
9 MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
9 DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
9 EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
Y CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1
Class <u>32</u> Category _____ (City CEQA Guidelines)		
9 OTHER	(See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.)	

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in this section. (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE 	TITLE City Planning Associate	DATE 9/12/19
FEE: \$5,774.00	RECEIPT NO. 0101853589	REC'D. BY IVORY CHAMBESHI
		DATE 9/30/18

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

Ω _____
NAME (PRINTED)

Ω _____
SIGNATURE

Ω _____
DATE

DEPARTMENT OF
CITY PLANNING

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ
PRESIDENT

RENEE DAKE WILSON
VICE-PRESIDENT

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September 12, 2019

Applicant/Owner:
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Los Angeles, CA 90025

Representative:
Kyndra Casper
DLA Piper LLP (US)
550 South Hope Street
Suite 2400
Los Angeles, CA 90071-2678

RE: Case No. ZA-2018-2453-DB-CU-SPR
Address: 806 West Adams Boulevard (758 –
832 West Adams Boulevard)
Planning Area: South Los Angeles
Zone : RD1.5-1-O
D. M. : 121-5A201, 123A201, 123A203
C. D. : 9
CEQA : ENV-2018-2454-CE

RE: ENV-2018-2454-CE (Categorical Exemption - Class 32)

Project Description:

The proposed project is located at 758 – 832 West Adams Boulevard & 2610 South Severance Street and involves the construction and operation of an urban infill residential development on an approximately 2.8-acre site in the University Park neighborhood of the South Los Angeles Community Plan Area, less than one mile from the University of Southern California (USC) campus. The irregularly-shaped project site is located at the southeast corner of West Adams Boulevard and Severance Street on a block that is also bordered by Figueroa Street to the east, 28th Street to the south, and University Avenue to the southeast. The Project Site is zoned RD1.5-1-O (Restricted Density Multiple Dwelling, Height District 1, Oil Drilling Supplemental Use District) in the Los Angeles Municipal Code (LAMC) and designated as Low Medium II Residential in the South Los Angeles Community Plan. The project site is currently occupied by a two-story plaster building used by the University of Southern California as an office, childcare, and classroom facility, as well as a surface parking lot and ornamental trees and landscaping. The project site previously contained a separate two-story office, childcare, and classroom facility that was demolished in 2017 as a separate action that is not part of the currently proposed project. The existing building was constructed in 1971. Adjacent land uses include a four-story residential building to the west across Severance Street, a three-story residential building to the north across Adams Boulevard, a two-story commercial building on the adjacent property to the east, and two

and one-story residential and educational buildings to the south owned by the University of Southern California. Transit bus service is provided along Washington Boulevard, 23rd Street, Adams Boulevard, Jefferson Boulevard, Figueroa Street, Flower Street, Vermont Avenue, and Hoover Street within the project site vicinity. Additionally, the Project Site is located less than 0.5 miles southwest of the Los Angeles County Metropolitan Transportation Authority's (Metro) Expo Line LATT/Ortho Institute light rail station, which provides service between downtown Los Angeles and downtown Santa Monica.

The project will demolish the existing on-site building and parking lot and construct 100 five-bedroom apartment units and two three-bedroom apartment within six, three-story buildings over a single-level podium parking structure, totaling four stories. Five of the units will be restricted affordable units for Very Low Income households. An additional four-story building provides a clubhouse that would include a variety of resident-serving amenities. In total, the project will construct 185,895 square feet of new floor area. The seven proposed buildings sit on a fully enclosed and screened single-level, ground-floor parking structure providing a total of 255 vehicle parking spaces for off-street parking. Vehicular access to the project site will be provided via a full access driveway (accommodating both right-turn and left-turn ingress/egress movements) located on Severance Street and a restricted access driveway (accommodating only right-turn ingress/egress movements) located on Adams Boulevard. The driveways will be designed to LADOT standards under the review of City staff.

The project includes outdoor residential amenity spaces at the podium and building roof levels. The podium-level amenity space would include landscaping, gathering areas, paseos, outdoor cooking areas, and an outdoor swimming pool. Building roofs contain additional private amenity spaces that would include landscaping and outdoor lounge and cooking areas.

Construction of the project is scheduled to begin in 2019 and would occur over a 22-month period, with anticipated completion in 2021. Although the project is anticipated to be constructed in a single phase, construction could occur in multiple phases.

During the construction period, approximately 16,120 cubic yards of building demolition material, asphalt/pavement, and soil would be exported from the project site. The proposed haul route from the project site would involve trucks traveling east on Adams Boulevard, north on Figueroa Street, west on 18th Street, and north on I-110 to a proposed export site in Santa Clarita. The final haul route is subject to review and approval by the Los Angeles Department of Building and Safety.

Because the project applicant is seeking discretionary City approvals, the Project meets the definition of a "project" under the California Environmental Quality Act (CEQA). (See CEQA Guidelines § 15378.) However, technical analyses of the Project determined that it is eligible for the Categorical Exemption from CEQA environmental review pursuant to Article III, Section I, Class 32 of the CEQA Guidelines. The Class 32 Exemption is intended to promote infill development within urbanized areas. It applies to urban infill projects that meet the following criteria:

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.

- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services. (CEQA Guidelines § 15332.)

Generally, in determining that a project is exempt from CEQA, the City need not follow any particular procedural formalities. (*Great Oaks Water Co. v. Santa Clarita Valley Water Dist.* (2009) 170 Cal.App.4th 956, 966-967). However, the City must include in the administrative record “substantial evidence of every element of the contended exemption....” (*Western Mun. Water Dist. v. Superior Court* (1986) 187 Cal.App.3d 1104, 1113.) Once the City has determined that a project is exempt, CEQA no longer applies and no environmental review is required. (CEQA Guidelines Sec.15002(k)(1); *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68, 74.) Thus, regarding the Class 32 Exemption, for a project to qualify for a Class 32 exemption, it must demonstrate with substantial evidence that it would meet each of the criteria, including the criteria under subsection (d) of CEQA Guidelines Section 15332, which require a project not to have a significant effect on the environment with respect to traffic, noise, air quality, or water quality. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21608).

The Project qualifies for the Class 32 Categorical Exemption as follows:

CLASS 32 CATEGORICAL EXEMPTION

The Project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of an “In-fill Project.” due to meeting the five conditions listed below.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The 124,257-square-foot (approximately 2.8 acres) Project Site is located within the South Los Angeles Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The South Los Angeles Community Plan land use designation for the Project Site is Low Medium II Multiple Family Residential with RD1.5, RD2, RW2, and RZ2.5 listed as corresponding zones. The Project Site is zoned RD1.5-1-O (Restricted Density Multiple Dwelling, Height District 1, Oil Drilling Supplemental Use District). The Project Site is within the South Los Angeles Alcohol Sales Specific Plan area established by Ordinance No. 171,681 (amended by Ordinance No. 173,455) as requiring conditional use approval for the sale of alcohol, which is not applicable to the Project. The Project Site is also within the North University Park-Exposition Park-West Adams Neighborhood Stabilization Overlay (NSO) District established by Ordinance No. 180,2018. The Project Site is not within the boundaries of any other specific plan, overlay, or interim control ordinance.

The Project proposes the demolition of an existing two-story plaster classroom and office building and the construction of a multi-family residential development that would include 100 five-bedroom and two three-bedroom apartment units (up to 506 bedrooms) within six residential buildings and one clubhouse building totaling 185,985 square feet of new development. Building 1 would be a four-story club house building. Buildings 2, 3, 4, 5, 6, and 7 would be three-story residential buildings over one story of parking (totaling four stories). Five of the proposed units would be restricted affordable units for Very Low

Income households; as such, the Project is eligible for a density bonus of up to 22.5 percent and one incentive under the State Density Bonus Law and the City's Density Bonus Ordinance. (Ordinance No. 179,681.) As a multiple dwelling residential use, the Project is an allowable use in the RD1.5 zone. The RD1.5 zone requires a minimum area of 1,500 square feet per dwelling unit, establishing a base maximum density of 83 units for the Project Site (124,257 / 1,500). With the allowable 22.5 percent density bonus, a maximum of 102 dwelling units are allowed on the Project Site. The Project proposes 102 dwelling units and is therefore consistent with the maximum density restriction applicable to the Project Site under the LAMC. The Project would have a Floor Area Ratio (FAR) of 1.75:1 (185,985 square feet) and is therefore consistent with the Project Site's maximum FAR restriction under the LAMC of 3:1 (319,362 square feet). Height District 1 allows a maximum height of 45 feet in the RD1.5 zone. The Project would have a maximum height of 45 feet and is therefore consistent with the maximum height restriction. As proposed, the building footprints and envelopes are consistent with the applicable requirements of the underlying zone.

The General Plan designation in the South Los Angeles Community Plan for the Project Site is Low Medium II Residential, which is consistent with the Project Site's RD1.5 zoning and promotes multi-family residential uses such as the Project at densities and scales consistent with the Project, as set forth herein. The South Los Angeles Community Plan identified goals, objectives, policies, and programs to guide development in the community plan area, including residential projects. The Project satisfies the applicable goals, objectives, and policies of the South Los Angeles Community Plan including locating higher residential densities near commercial centers, transit stations, and bus routes (Policy 1-2.1), providing for the clustering of housing units to help decrease the cost of land per unit (Policy 1-5.4), and requiring that proposed development be designed to enhance and be compatible with adjacent development (Policy 1-6.4).

The Project Site is located in the North University Park-Exposition Park-West Adams NSO District, the purpose of which is to: (A) promote well planned housing to meet the needs of a college/university student housing, and the needs of the community; (B) address impacts of multiple-habitable room projects which may be incompatible with surrounding development; (C) encourage well-planned neighborhoods with adequate parking and to individually review proposed large multiple-habitable room projects; (D) assure that the project provides adequate on-site parking; and, (E) address a concentration of campus-serving housing in the vicinity. The Project would provide 100 five-bedroom and two three-bedroom apartment units (up to 506 bedrooms) of off-site housing located close to transit and amenities. The Project is located in an area surrounded by other residential uses and would be compatible with the surrounding environment. The Project would be required to provide 247 parking spaces pursuant to LAMC Section 12.22.A.25(d)(1)(III) – Affordable Parking Option 1, under the City's Density Bonus Ordinance. Parking Option 1 is consistent with the requirements of the State Density Bonus Law under Government Code Section 65915(p)(1)(A) – (C), which provide that the City cannot require parking ratios that exceed the rates of Parking 1 option where requested by a developer providing at least the minimum number of affordable housing units under the Density Bonus law. Consistent with these requirements, the Project would provide 255 spaces in a single-level podium parking structure below the residential buildings. For these reasons, the project would be consistent with the North University Park-Exposition Park-West Adams NSO District.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The approximately 2.8-acre Project Site is located in the South Los Angeles Community Plan area within the city limits of Los Angeles. The Project Site is located within a previously developed portion of the University Park neighborhood, situated between a four-story residential building to the west across Severance Street, a three-story residential building to the north across Adams Boulevard, and a two-story commercial building to the south owned by the University of Southern California. The location is close to transit, as well as cultural, commercial/retail, and entertainment amenities. Therefore, the Project would occur within city limits on a site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

The Project Site is located in an urbanized area within the South Los Angeles Community Plan area. This site is currently developed and occupied by a two-story plaster building and accompanying surface parking lot with ornamental trees and landscaping. Existing development covers the majority of the Project Site. There are no special-status plant species observed within a 2-mile radius of the Project Site (California Natural Diversity Database, 2018). While occurrences of American Badger, Burrowing owl, and Southwestern willow flycatcher have been observed within a 2-mile radius of the Project Site (California Natural Diversity Database, 2018), the existing landscaping at the Project Site is ornamental and not expected to provide habitat for any special-status species. Further, the Project Site is in an urban area and heavily disturbed. Therefore, the Project Site has no value as habitat for endangered, rare, or threatened species. While ornamental landscaping may provide nesting habitat for native birds and temporary roosting habitat for tree-nesting bats, the applicant will be required to comply with existing laws and regulations that protect raptors and migrating birds. In accordance with standard City conditions of approval and in compliance with applicable regulatory standards, pre-construction surveys of all potential special-status bird nesting habitat in the area of construction disturbance would be required as a condition of approval if Project construction occurs during nesting season. Therefore, the Project would not result in any impacts to listed species or the degradation of habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The Project Site is currently developed and occupied by a two-story plaster building and associated surface parking lot and landscaping. The Project involves the demolition of the existing two-story plaster building and the construction of a multi-family residential development which would include 100 five-bedroom and two three-bedroom apartment units (up to 506 bedrooms) within six, four-story buildings and a four-story clubhouse building totaling 185,985 square feet. All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic

The Project Site occupies approximately 2.8 acres, or 124,257 square feet, and is developed with a two-story building, surface parking lot, and associated landscaping. The Project would demolish the existing building and replace it with a multi-family residential development which would provide off-campus student housing. The Los Angeles Department of Transportation (LADOT) analyzes potential project-generated traffic impacts by measuring traffic at selected intersections during typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak hours, and then comparing these existing conditions with projections of present and future conditions, with and without the Project. The August 2018 *Transportation Impact Study for the 806 W. Adams Boulevard Residential Project* (Gibson, 2018) and the July 2018 July 2019 *Supplemental Analysis for 806 West Adams Boulevard* (Gibson 2019) determined that, after accounting for trip reduction credits, the Project would generate 1,158 net new trips to and from the Project Site on a typical weekday (see Attachment A). This would include 14 morning peak hour trips and 77 afternoon peak hour trips. The study conducted detailed analyses of the effect of these trips within study area that includes six intersections under Existing with Project Conditions and Future with Project Conditions. Under Existing with Project Conditions, the study determined that all intersections would continue to operate at a Level of Service (LOS D) or better during the analyzed peak hours (consistent with existing conditions). Under Future with Project Conditions, the study determined that incremental traffic increases resulting from the Project would not exceed the applicable thresholds of significance created by LADOT that are utilized by the City for CEQA traffic analyses, and thus would not result in a significant impact at any of the six intersections within the study area. Thus, the Project would not result in significant traffic and transportation impacts and no mitigation measures are required. The study also concluded, in accordance with the 2010 Los Angeles County Congestion Management Program (Metro, 2010) (CMP) guidelines, that the Project would not have a significant impact on the regional freeway, arterial, or regional transit system.

Noise

A significant impact would occur if the Project would result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan or applicable provisions the City's noise ordinance. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. These regulations pertain to construction hours (LAMC Section 41.40). LAMC Section 41.40 specifies that no person shall, between the hours of 9:00 p.m. and 7:00 a.m. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure. In addition, the operation, repair or servicing of construction equipment and the delivery of construction materials to the Project Site shall be prohibited during the hours specified. Of particular relevance to the Project, LAMC Section 112.05 also specifies the maximum noise level of powered equipment or powered hand tools in residential land use zones. It states that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level

exceeding 75 A-weighted decibels (dBA) for construction equipment at a distance of 50 feet. The 75 dBA noise limitation does not apply when compliance is not technically feasible. LAMC Section 112.02 prohibits air conditioning, refrigeration, heating, pumping, and filtering equipment from increasing existing average ambient noise levels by more than 5 dBA.

The August 2018 *Environmental Noise Study for the 806 W Adams Residential Project* (ICF, 2018) determined that the Project would comply with applicable LAMC noise regulations with proposed noise control methods incorporated into the construction process and Project design and operations (see Attachment B). Project construction activities would occur within the permitted hours established in LAMC Section 41.40, and noise levels generated from construction equipment would not exceed the maximum noise level of 75 dBA at noise-sensitive receptors located off-site after implementation of noise control methods in accordance with LAMC Section 112.05. During operations, the incorporation of noise control methods by the Project would ensure that all noise-generating mechanical equipment (e.g., heating, ventilation, and air conditioning equipment) would comply with the requirements of LAMC Section 112.02, and that noise from the Project's outdoor residential amenity spaces would comply with noise limits set forth in the LAMC. Additionally, groundborne vibration generated from the operation of heavy construction equipment at the Project Site would not reach levels that would result in building damage or human annoyance at off-site structures under widely-used standards produced by Caltrans. Furthermore, as a residential development the Project would not have any major sources of vibration during daily operations. Therefore, the Project would not result in any significant noise or groundborne vibration impacts.

Air Quality

The August 2018 *Air Quality Analysis for the 806 W. Adams Residential Project* (ICF, 2018; see Attachment C) includes an analysis of the potential for short- and long-term air quality impacts associated with construction and operation of the Project. According to the Air Quality Analysis, Project construction would generate criteria pollutants, ozone precursor pollutants, and small amounts of Toxic Air Contaminants (TACs). However, emissions would not exceed South Coast Air Quality Management District (SCAQMD) regional mass emissions thresholds or localized significance thresholds, which are the CEQA thresholds of significance adopted for development projects utilized by the City. Project operation would also generate criteria pollutant and ozone precursor pollutants. However, emissions from long-term operations would not exceed the SCAQMD regional mass emissions thresholds or localized significance thresholds. Additionally, based on the traffic operations and volumes in the Project area, the Project would not create a Carbon Monoxide (CO) hot spot. Project construction and operations would also only produce small amounts of TACs that would not present a health risk to surrounding residents and the community as a whole. Minor odors may be produced during the construction period, such as from equipment exhaust and the application of architectural coatings, but any odors produced would be temporary and intermittent in nature, and would apply with applicable ordinances of the City and SCAQMD rules to minimize impacts. In light of the foregoing, the Project would not result a significant environmental impact regarding odors.

Further, the Project is consistent with the SCAQMD 2016 Air Quality Management Plan (AQMP), as it would not interfere with attainment of ambient air quality standards. Projects whose growth is included in the projections used in the formulation of the AQMP are considered to be consistent with the plan and not to interfere with its attainment. The AQMP growth assumptions are based on SCAG's 2016-2040 RTP/SCS regional growth forecast. The Project is consistent with applicable growth protections under the 2016-2040 RTP/SCS and the South Los Angeles Community Plan. The Project's growth is also consistent with the 2016 RTP/SCS goals and objectives under SB 375 to implement "smart growth" and State efforts to meet goals in the reduction of greenhouse gases. The Project would not conflict with or obstruct implementation of the AQMP for the additional reason that, as stated above, its construction and operational emissions would all be less than significant. The Project's criteria pollutant emissions would thus not cause the Air Basin's criteria pollutant emissions to worsen so as to impede the SCAQMD's efforts to achieve attainment with respect to any criteria pollutant for which it is currently not in attainment, or to cause the Air Basin to deteriorate from its current attainment status with respect to any other air pollutant emissions.

Water Quality

The mostly impervious Project Site contains a structure, surface parking lot, and perimeter open space/landscaping. The Project would demolish the existing two-story building and construct seven four-story buildings on a developed 2.8-acre site. A minimum of 25 percent of exterior the open space areas would be planted with ground cover including trees, shrubs and other surficial landscaping. The Project Site is not adjacent to any water sources. Construction would include Best Management Practices (BMPs) set forth in a stormwater pollution prevention plan (SWPPP) in accordance with the State Stormwater NPDES Construction General Permit administered by the State Water Resources Control Board (SWRCB), compliance with which would be regulated by the Los Angeles Regional Water Quality Control Board. BMPs would reduce both stormwater and non-stormwater discharges during construction and would minimize the mobilization of sediment to storm drains. The Project would also be subject to and would comply with the applicable provisions of LAMC Chapter IV, Article 4.4, Stormwater and Urban Runoff Pollution Control, which prohibits the entry of illicit discharges into the municipal storm drain system. The City would also require the Project to comply with *Development Best Management Practices Handbook, Part A: Construction Activities*, 3rd edition.¹ In addition, BMPs would be required during general operation of the project to ensure that storm water runoff meets the established applicable water quality standards and waste discharge requirements. Among the LAMC regulatory requirements, the Project would also adhere to requirements established by Ordinance No. 181,899 ("LID Ordinance") which expanded the applicability of the former Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater Low Impact Development (LID) strategies on projects that require building permits. The City's LID Ordinance mandates that the Project include design approaches and BMPs that are designed to address runoff and pollution at the source. To this end, LID is implemented through BMPs that fall into four categories: site planning BMPs, landscape BMPs, building BMPs, and street and alley BMPs. The goal of these

¹ City of Los Angeles, Best Management Practices Handbook, Part A, available at: http://www.lastormwater.org/wp-content/files_mf/parta.pdf. Accessed July 19, 2018.

LID practices is to remove nutrients, bacteria, and metals from stormwater while also reducing the quantity and intensity of stormwater flows. The LID Ordinance requires the capture and management of the greater of an 85th percentile rain event or the first 0.75-inch of runoff flow during storm events defined in the City's LID BMP handbook, through one or more of the City's preferred LID improvements in priority order: on-site infiltration, capture and reuse, or biofiltration/biotreatment BMPs. The Project applicant would be required to prepare and implement a stormwater mitigation plan and incorporate stormwater mitigation measures into the design plans in accordance with the above regulatory requirements for the City to review and approve before a building permit for the Project is issued. As a result of compliance with these regulatory requirements, the Project would not result in the degradation of stormwater runoff and would not result in significant impacts relating to water quality.

(e) The site can be adequately served by all required utilities and public services.

The Project Site occupies approximately 2.8 acres in an urbanized area within the South Los Angeles Community Plan area and is currently developed with a two-story building, surface parking lot, and associated landscaping. The Project Site is served by all required utilities and public services.

Utilities

The Los Angeles Department of Water & Power (LADWP) would provide water service to the Project Site. The existing water supply system serving the Project Site includes a 12-inch line in Adams Boulevard and an 8-inch line in University Avenue. The existing uses at the Project Site consume approximately 755,000 gallons of water per year (425,000 gallons for indoor use and 330,000 gallons for outdoor use). The Project is estimated to consume approximately 12,642,000 gallons of water per year (12,122,000 gallons for indoor use and 520,000 gallons for outdoor use), resulting in a net increase of approximately 11,515,000 gallons per year (NAI 2018). An engineering review of the Project Site determined that there is expected capacity within the water system to serve the Project, and offsite improvements are not anticipated (CCE 2018). If improvements are required to provide adequate water pressure, looping and booster pumps are expected to be adequate to meet domestic and fire demands. The Project would be subject to LADWP and Los Angeles Fire Department (LAFD) review to ensure that facilities are adequate to meet the domestic and fire water demands of the Project. Furthermore, LADWP provided a Water Availability-Will Serve letter confirming that the Project can be supplied with water from the municipal system (LADWP 2018a). Therefore, the Project can be adequately served by the water system.

The Project Site is connected to wastewater infrastructure maintained by the Los Angeles Department of Public Works, Bureau of Sanitation (LA Sanitation), which conveys wastewater to the Hyperion Water Reclamation Plant. The Project Site connects to the sewer system at the corner of University Avenue and 27th Street via an 8-inch sewer line that extends south down University Avenue to 28th Street where it increases to a 12-inch sewer line before connecting with a 24-inch main at 30th Street (CCE 2018). The existing uses at the Project Site generate approximately 425,000 gallons of wastewater annually, and the Project is estimated to generate approximately 13,000,000 gallons of wastewater annually (NAI 2018). Thus, the Project would result in an annual increase of 12,575,000

gallons of wastewater generated at the Project Site. The Project Applicant would be required to obtain approval from LA Sanitation confirming that the wastewater infrastructure in the area is adequate to meet the wastewater demands of the Project before any project construction can commence. An engineering review of the Project determined that, if required, offsite capacity improvements are expected to be limited to the 8-inch and possibly 12-inch sections of the sewer line in University Avenue. Due to the limited extent of the anticipated improvements (approximately 400 feet along each segment), significant environmental impacts would not occur. Therefore, the Project can be adequately served by the wastewater system.

Electricity service is provided to the Project Site by LADWP. Underground distribution lines exist within Adams Boulevard, with overhead poles at the corner of University Avenue and 27th Street. Existing electricity consumption at the Project Site is 300,000 kilowatt hours (kWh) annually and the Project is estimated to consume approximately 2,500,000 kWh annually (NAI 2018). Thus, the Project would result in an annual increase of approximately 2,200,000 kWh of electricity consumed at the Project Site. An engineering review of the Project determined that there is adequate capacity to serve the Project's estimated electricity demand (CCE 2018). Furthermore, LADWP provided a Will Serve letter confirming that electric service is available and that the estimated electricity demand for the Project has been taken into account in the planned growth of the power system (LADWP 2018b). Therefore, the Project can be adequately served by the electricity system.

The Southern California Gas Company (SoCalGas) provides natural gas service to the Project Site. The Project Site is served by an existing 8-inch gas line in Adams Boulevard and a 2-inch gas line in 27th Street (CCE 2018). Existing natural gas consumption at the Project Site is 2,800 million British Thermal Units (MMBtu) annually and the Project is estimated to consume approximately 14,900 MMBtu annually (NAI 2018). Thus, the Project would result in an annual increase of approximately 12,100 MMBtu of natural gas consumed at the Project Site. SoCalGas provided a Will Serve letter confirming that the SoCalGas has facilities in the area that can adequately serve the Project (SoCalGas 2018). Therefore, the Project can be adequately served by the natural gas system.

Public Services

The Los Angeles Fire Department (LAFD) provides fire service to the Project Site. The LAFD has 3,216 sworn personnel and 379 civilian fire personnel (LAFD 2018a). The Project would be served by Fire Station 15, located at 3000 Hoover Street, approximately 0.26 miles from the Project Site (LAFD 2018b). The Project would be required to comply with LAMC fire safety requirements, including those established in the Building Code (Chapter 9) and the Fire Code (Chapter 7) as well as Section 57.507.3.1 of the LAMC regarding fire flow requirements. Compliance with these requirements would be demonstrated as part of a plot plan that would be submitted to LAFD for review and approval prior to the issuance of a building permit. The residential use proposed by the Project would be consistent with surrounding uses and would not represent a unique or substantial fire hazard. Therefore, the Project can be adequately served by the LAFD.

The Los Angeles Police Department (LAPD) provides police service to the Project Site. The LAPD has 9,867 sworn officers and averages 21 officers per square mile (LAPD

2016). The Project would be served by the Southwest Community Police Station which is located less than two miles from the Project Site and employs 352 sworn personnel and 32 civilian personnel serving a community of over 165,000 people (LAPD 2018). In addition, the Project Site is also within the service area of the USC campus safety department. USC has one of the largest campus public safety departments in the United States, with 306 full-time personnel and 30 part-time student workers (USC 2018b). While the Project would introduce a new residential population to the Project Site and therefore increase the service population in the area, the increased demand for LAPD services would be offset by the USC campus safety department. Furthermore, the Project would incorporate security measures (e.g., restricted access and surveillance) and would be designed in accordance with the LAPD's "Design Out Crime" guidelines, which incorporate Crime Prevention Through Environmental Design (CPTED) techniques. Therefore, the Project can be adequately served by the LAPD.

The Los Angeles Unified School District (LAUSD) provides school service to the Project Site. LAUSD enrolls more than 640,000 students in over 900 schools and 187 public charter schools (LAUSD 2018a). The Project Site is located in LAUSD's Central District (LAUSD 2018b). Because the Project would provide off-site campus housing for USC students, the number of Project-generated elementary, middle, or high school students would be expected to be minimal. Furthermore, the Project Applicant would be required to pay developer fees to the LAUSD in accordance with Senate Bill 50 which would offset impacts to schools. Therefore, the Project can be adequately served by the LAUSD.

The Los Angeles Public Library (LAPL) provides library service to the Project Site. There are five LAPL branches libraries within 2.5 miles of the Project Site: the Pico Union Branch Library is 1.5 miles from the Project Site; the Dr. Mary McLeod Bethune Regional Library is 1.86 miles from the Project Site; the Vermont Square Branch Library is 2.16 miles from the Project Site; the Junipero Serra Branch Library is 1.92 miles from the Project Site; and the Leon H. Washington Jr. Memorial Branch Library is 2.32 miles from the Project Site (LAPL 2018). In addition, because the Project would provide off-site campus housing for USC students, it is anticipated that the majority of Project residents would have access to USC library facilities. USC has an extensive library system which includes 20 specialized libraries, special collections, and archives which the students could access (USC 2018). While the Project would introduce a new residential population to the Project Site and therefore increase the service population in the area, the increased demand for LAPL services would be offset by USC library facilities. Therefore, the Project can be adequately served by the LAPL.

Exceptions to the use of Categorical Exemptions:

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

- A. *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply [sic] all instances, except where the project may impact on an*

environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

Because the Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is inapplicable. The Project Site is in an urbanized area in the City of Los Angeles. The Project Site is located in a previously developed lot within a dense and highly developed urban area and is not located in a particularly sensitive environment. No wetlands, wildlife habitats, or endangered species are present on or near the Project Site; therefore, this exception is not applicable to the Project.

B. Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

The Project Site is previously developed and located in an urbanized area surrounded by other residential uses, in addition to some education and commercial uses. The Project is consistent with the South Los Angeles Community Plan as well as zoning and the requirements of the LAMC. As discussed above, the Project's impacts on biological resources would be less than significant as the Project Site has no value as habitat and standard pre-construction surveys would ensure that special-status species are not present in the onsite trees or landscaping that would be impacted prior to construction activities. The Project's impact on water quality would be less than significant as the project would adhere to all applicable laws and ordinances which would require LID features incorporated into the project design and stormwater BMPs to reduce potential impacts related to stormwater runoff during construction. The Project is not located on or visible from a scenic highway nor would the Project lead to a substantial adverse change in the significance of a historic resource, as determined by the Project's Phase 1 Historical Resource Assessment Report, 806 W. Adams Blvd. (Historic Resources Group, 2018). The Limited Phase I ESA for the Project Site determined there is a low probability of encountering hazardous materials at the Project Site. The Project would be served by existing utility lines and existing public services. The *Traffic Impact Study* (Gibson, 2018) considered the Project's contributions to traffic and determined them to be less than significant. The TIS also considered the Project's potential cumulative impacts, considering the Project's contributions to all future cumulative traffic growth (including related projects and ambient traffic growth) and determined them to be less than significant. Similarly, the Project's *Air Quality Analysis* (ICF, 2018) determined that the Project construction emissions would not exceed SCAQMD's regional mass or localized significance thresholds. Project operation emissions would not exceed SCAQMD's regional mass or localized significance thresholds and the Project would not result in any significant air quality impacts. Therefore, the Project's impacts as a whole would be less than significant and are not cumulatively considerable.

The immediate vicinity of the Project Site is undergoing intensification. There are over 70 related projects within a 1.5-mile radius of the Project Site, including at 2455 S Figueroa Street (145 apartments), 3101 S Figueroa Street (275 hotel rooms), 243 W Adams Boulevard (300 apartment units), and 505 W 31st Street (7 story student housing building). The related project closest to the Project Site is at 2716 S Severance Street (a 9,955-square foot child care center), directly south of the Project Site. Based on a review of the types and locations of the related projects, and considering the less-than-significant impacts that would result from the Project, the Project would not make a cumulatively considerable contribution to any significant cumulative impacts when considering it along

with other related present, past, and reasonably foreseeable future projects. Therefore, this exception is not applicable to the Project.

- C. Significant Effect Due to Unusual Circumstances. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

This exemption does not apply to the Project. The Project Site is approximately 2.8 acres (124,257 square feet) and located within a highly urbanized area of the City of Los Angeles that includes residential uses with similar sizes and scale to the Project. The use and operations of the Project are compatible with surrounding residential development and consistent with the underlying zoning for the Project Site. The Project Site does not demonstrate any unusual circumstances, and the Project will not generate significant traffic, noise, or air quality impacts period, and therefore it will not produce any such impacts due to unusual circumstances. The Project Site is typical of residential urban infill development sites in transit priority areas, and neither the Project Site itself nor any of its surroundings, which consist of residential, commercial, and educational uses, present any uses, features or conditions that could reasonably be considered unusual as compared to the standard type of urban infill development the Class 32 exemption covers generally and in the more specific context of the urban environment in which the Project Site is located. Additionally, the residential use proposed by the Project is a typical use in the area, which is made up of mostly residential uses. Thus, there are no unusual circumstances that indicate that the Project would result in any significant impacts. Therefore, the unusual circumstances exception is not applicable to the Project.

- D. Scenic Highway. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

The Project Site is not located on or near a portion of eligible and/or officially designated state or county scenic highway. According to the California Scenic Highway Mapping System (California Scenic Highway Mapping System, 2018), the closest eligible and/or officially designated roadway is the Arroyo Seco Historic Parkway (State Route 110) which begins near Dodger Stadium, approximately 2.87 miles north of the Project Site. The Project Site is not visible from this portion of the highway and the highway is not visible from the Project Site. Therefore, this exception is not applicable to the Project.

- E. Hazardous Waste Site. *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

This exception is not applicable to the Project. An environmental database search was conducted as part of the August 2018 *Limited Phase I Environmental Site Assessment* for the 806 W Adams Residential Project (ICF, 2018; see Attachment D) to determine whether the Project Site or the area immediately surrounding the Project Site is included within the categories of sites on the list compiled pursuant to Government Code Section 65962.5 (the "Cortese List"). The Cortese List is compiled from several sources, which include, without limitation, underground storage tank and storage tank cleanup sites, solid waste disposal sites, and sites that are subject to various types of regulatory cleanups. The reviewed databases included federal and state American Society for Testing and Materials

(ASTM)-standard databases compiled pursuant to Section 65962.5 of the Government Code. The Project Site was not identified in any of the environmental database searches conducted as part of the Limited Phase I ESA. Eleven offsite properties were identified within a 0.50 mile radius of the Project Site. Of the 11 sites, two have been granted closure as they were deemed properly assessed and remediated (if necessary) by the oversight agency. No violations were identified with the remaining nine sites. The Limited Phase I ESA determined that there is a low probability of encountering contamination on the Project Site due to historical releases at these sites, none of which are adjacent to the Project Site. Additionally, aerial photographs and topographic maps reviewed did not present information that would indicate a potential hazardous material impact to the Project Site due to past uses, nor did the aerial photographs reveal any staining or equipment or other features that might indicate contamination sources or releases. Further, a site reconnaissance visit did not identify any hazardous materials or conditions. Therefore, this exception is not applicable to the Project.

- F. Historical Resources. *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The Project would not cause a substantial adverse change in the significance of a historical resource. The Project Site contains one two-story building, a small storage shed, a portion of a courtyard, and a surface parking lot. The Project Site is flanked to the east, south, and west by multi-family residential buildings and to the southwest by USC's UPC Child Development Center. The Project Site is not located in a designated Historic Preservation Overlay Zone or on a site designated as historic on any federal, state, or local database. The existing two-story building was designed and constructed in 1971. The June 14, 2018 *Phase 1 Historical Resource Assessment Report, 806 W. Adams Blvd* (Historic Resources Group, 2018; see Attachment E) determined that, based on visual observation, research of primary and secondary sources, and an analysis of established eligibility criteria, the existing onsite building is not eligible for historic designation at the local, state, or national level; therefore, demolition of the existing on-site uses and construction of the Project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. For these reasons, this exception is not applicable to the Project.

Conclusion:

As outlined above, the Project is located in an urbanized area, which is not a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The Project will not result in any significant impacts and will not make a cumulatively considerable contribution to any significant cumulative impacts. The Project is an allowable multi-family residential use, is consistent with the surrounding developments, does not present any unusual circumstances that would result in significant environmental impacts, nor would it constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in CEQA Guidelines Section 15300.2 apply to the Project. The Project is consistent with the existing General Plan designation, zoning, and other applicable requirements of the LAMC. The Project would not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, habitat, noise, air quality, or water quality and therefore will not make a considerable contribution to any significant cumulative traffic, air quality, or noise impacts. As such, the Project qualifies for a Class 32 Categorical Exemption.

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Memorandum

To:	City of Los Angeles Department of City Planning
From:	Heidi Mekkelson, ICF
Date:	July 16, 2019
Re:	Supplemental Environmental Analysis for the 806 W. Adams Boulevard Residential Project

This supplemental memorandum assesses the potential for additional environmental impacts resulting from the addition of three dwelling units and 11 bedrooms to the 806 W. Adams Boulevard Residential Project (Project), and determines whether the Project revisions would change the conclusions presented in the Class 32 Categorical Exemption memorandum prepared for the Project by ICF on October 5, 2018. As demonstrated herein, the Project revisions would not alter the conclusions presented in the Class 32 Categorical Exemption memorandum. Thus, the Project as revised still qualifies for a Class 32 Categorical Exemption from review under the California Environmental Quality Act (CEQA).

Original Project

As previously analyzed, the Project would demolish the existing on-site building and parking lot and construct 99 five-bedroom rental flats within six, three-story buildings over a single-level podium parking structure, totaling four stories at 806 W. Adams Boulevard (Project Site) in the City of Los Angeles (City). Five of the units would be restricted affordable units for Very Low Income households. An additional four-story building would provide a clubhouse that would include a variety of resident-serving amenities. In total, the Project would construct 183,150 square feet of new floor area. The seven buildings would sit on a fully enclosed and screened single-level, ground-floor parking structure providing a total of 255 vehicle parking spaces for off-street parking. Vehicular access to the Project Site would be provided via a full access driveway (accommodating both right-turn and left-turn ingress/egress movements) located on Severance Street and a restricted access driveway (accommodating only right-turn ingress/egress movements) located on Adams Boulevard. The driveways would be designed to Los Angeles Department of Transportation (LADOT) standards under the review of City staff.

Project Modifications

Subsequent to the preparation of environmental technical studies and an October 5, 2018 memorandum demonstrating that the Project qualifies for a Class 32 Categorical Exemption from review under CEQA, the Project was revised to provide three additional dwelling units with up to 11 additional bedrooms. Two of the three additional units would be restricted affordable units at the City's Workforce housing level. The Project modifications would increase the total number of units from 99 to 102 dwelling units, from

495 rooms to up to 506 bedrooms. The Project would maintain the same height, massing and footprint, with the three additional units provided at the ground level via an internal building reconfiguration. However, the additional three units would result in additional floor area, for a total of 185,985 square feet and a floor area ratio (FAR) of 1.75:1. Construction phasing and activities would not change.

CLASS 32 CATEGORICAL EXEMPTION

To qualify for a Class 32 Categorical Exemption under CEQA, a project must meet the five conditions listed below.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Class 32 Categorical Exemption Memorandum concluded that the Project is consistent with the applicable general plan designation and policies as well as the zoning designations and regulations.

Project Modifications

The addition of the three units to the Project would not change the Project's consistency with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The modified Project proposes the demolition of an existing two-story plaster classroom and office building and the construction of a multi-family residential development that would include 102 rental flats (up to 506 bedrooms) within six residential buildings and one clubhouse building totaling 185,985 square feet of new development. Building 1 would be a four-story club house building. Buildings 2, 3, 4, 5, 6, and 7 would be three-story residential buildings over one story of parking (totaling four stories). Eight of the proposed units would be restricted affordable units; as such, the Project is eligible for a density bonus of up to 22.5 percent and one incentive under the State Density Bonus Law and the City's Density Bonus Ordinance. (Ordinance No. 179,681.) As a multiple dwelling residential use, the Project is an allowable use in the RD1.5 zone. The RD1.5 zone requires a minimum area of 1,500 square feet per dwelling unit, establishing a base maximum density of 83 units for the Project Site (124,257 / 1,500). With the allowable 22.5 percent density bonus, a maximum of 102 dwelling units are allowed on the Project Site. The Project proposes 102 dwelling units and is therefore consistent with the maximum density restriction applicable to the Project Site under the Los Angeles Municipal Code (LAMC) and the State Density Bonus law. The Project would have a Floor Area Ratio (FAR) of 1.75:1 (185,985 square feet) and is therefore consistent with the Project Site's maximum FAR restriction under the LAMC of 3:1 (319,362 square feet). Height District 1 allows a maximum height of 45 feet in the RD1.5 zone. The Project would have a maximum height of 45 feet and is therefore consistent with the maximum height restriction. The Project requests one allowed Density Bonus incentive of a 20 percent reduced rear yard setback, which the Project proposes to utilize, reducing the required 15 foot rear yard setback to 12 feet. As proposed, the building footprints and envelopes are consistent with the applicable requirements of the underlying zone. The project would also provide bicycle parking in excess of LAMC requirements and vehicle parking consistent with LAMC and State Density Bonus Law requirements.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Class 32 Categorical Exemption Memorandum concluded that the Project is within city limits on a project site of no more than five acres substantially surrounded by urban uses.

Project Modifications

The addition of the three units to the Project would not alter the size or location of the Project Site, which is 2.8 acres in the South Los Angeles Community Plan area within the city limits of Los Angeles. The Project Site is situated between a four-story residential building to the west across Severance Street, a three-story residential building to the north across Adams Boulevard, and a two-story commercial building to the south owned by the University of Southern California.

(c) The project site has no value as habitat for endangered, rare or threatened species.

The Class 32 Categorical Exemption Memorandum concluded that the Project Site has no value as habitat for endangered, rare, or threatened species due to the location in an urbanized area and that there were no special-status plant species observed within a 2-mile radius of the Project Site (California Natural Diversity Database, 2018).

Project Modifications

The revisions to the Project would not alter the characteristics of the Project Site with respect to its value as habitat for endangered, rare, or threatened species. In accordance with standard City conditions of approval and in compliance with applicable regulatory standards, pre-construction surveys of all potential special-status bird nesting habitat in the area of construction disturbance would be required as a condition of approval if Project construction occurs during nesting season.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

The Project Site is currently developed and occupied by a two-story plaster building and associated surface parking lot and landscaping. The Project involves the demolition of the existing two-story plaster building and the construction of a multi-family residential development which would include 102 rental flats (up to 506 bedrooms) within six, four-story buildings and a four-story clubhouse building totaling 185,985 square feet. All construction-related impacts would be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur.

Traffic

As discussed in the Class 32 Categorical Exemption Memorandum, the August 2018 *Transportation Impact Study for the 806 W. Adams Boulevard Residential Project* (Gibson, 2018) concluded that the Project would not result in a significant impact at any of the six intersections within the study area. The study also concluded that the Project would not have a significant impact on the regional freeway, arterial, or regional transit system.

Modified Project

The July 2019 *Supplemental Analysis for 806 West Adams Boulevard* (Gibson 2019), attached to this memorandum as **Attachment A**, analyzed the potential for traffic-related effects resulting from the addition of the three units and up to eleven bedrooms to the Project. After accounting for trip reduction credits in accordance with LADOT methodology, the Project would generate 1,158 net new trips to and from the Project Site on a typical weekday (see Attachment A). This would include net increases of 14 morning peak hour trips and 77 afternoon peak hour trips relative to existing conditions. The supplemental analysis conducted detailed analyses of the effect of these trips within study area that includes six intersections under Future with Project Conditions. Under Future with Project Conditions, the supplemental analysis determined that incremental traffic increases resulting from the proposed revisions to the Project would not exceed the applicable thresholds of significance created by LADOT that are utilized by the City for CEQA traffic analyses, and thus would not result in a significant impact at any of the six intersections within the study area. Thus, the revised Project would not result in significant traffic and transportation impacts and no mitigation measures are required. The supplemental analysis also concluded that the Project would not have a significant impact on the regional freeway, arterial, or regional transit system.

Noise

As discussed in the Class 32 Categorical Exemption Memorandum, the August 2018 *Environmental Noise Study for the 806 W Adams Residential Project* (ICF, 2018) concluded that the Project would comply with applicable LAMC noise regulations with proposed noise control methods incorporated into the construction process and Project design and operations. Project construction activities would occur within the permitted hours established in LAMC Section 41.40, and noise levels generated from construction equipment would not exceed the maximum noise level of 75 dBA at noise-sensitive receptors located off-site after implementation of noise control methods in accordance with LAMC Section 112.05. During operations, the incorporation of noise control methods by the Project would ensure that all noise-generating mechanical equipment (e.g., heating, ventilation, and air conditioning equipment) would comply with the requirements of LAMC Section 112.02, and that noise from the Project's outdoor residential amenity spaces would comply with noise limits set forth in the LAMC. Additionally, groundborne vibration generated from the operation of heavy construction equipment at the Project Site would not reach levels that would result in building damage or human annoyance at off-site structures under Caltrans' published standards relied on by the City. Furthermore, as a residential development, the Project would not have any major sources of vibration during daily operations. Therefore, the Project was determined to not result in any significant noise or groundborne vibration impacts.

Modified Project

The addition of the three units to the Project would not change the building massing, height, overall building design the types of construction activities, or the duration of construction activities. A revised façade design is proposed that would not alter the building massing, construction process, or construction timeline from the original design. All construction activities would continue to occur within the permitted hours established in LAMC Section 41.40, and noise levels generated from construction equipment would not exceed the maximum noise level of 75

dBA at noise-sensitive receptors located off-site after implementation of noise control methods in accordance with LAMC Section 112.05. Project operations would involve the implementation of the noise control methods identified in the August 2018 *Environmental Noise Study for the 806 W Adams Residential Project* to ensure that all noise-generating mechanical equipment (e.g., heating, ventilation, and air conditioning [HVAC] equipment) would comply with the requirements of LAMC Section 112.02. The Project revisions would not change the location or maximum occupancy of the outdoor pool or other outdoor spaces and would also not change the location of HVAC equipment such that increased noise from Project operations would result. Because the addition of the three units to the Project would not change the types and locations of construction activities at the Project Site, no change in groundborne vibration impacts would result from what was previously analyzed. Accordingly, the Project as revised would not result in significant noise or vibration impacts.

Air Quality

As discussed in the Class 32 Categorical Exemption Memorandum, the August 2018 *Air Quality Analysis for the 806 W. Adams Residential Project* (ICF, 2018) concluded that Project construction would generate criteria pollutants, ozone precursor pollutants, and small amounts of Toxic Air Contaminants (TACs). Such emissions would not exceed South Coast Air Quality Management District (SCAQMD) regional mass emissions thresholds or localized significance thresholds. Project operation would also generate criteria pollutant and ozone precursor pollutants. However, emissions from long-term operations were determined not to exceed the SCAQMD regional mass emissions thresholds or localized significance thresholds, or create a Carbon Monoxide (CO) hot spot. The Project was also determined to be consistent with the SCAQMD 2016 Air Quality Management Plan (AQMP), as it is consistent AQMP growth assumptions and the Southern California Association of Governments' 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) regional growth forecast and smart growth policies and objectives.

Modified Project

The addition of the three units to the Project would not change the building massing, building design, the types of construction activities and construction equipment, or the duration of construction activities. As such, there would be negligible changes in construction-period emissions of criteria pollutants, ozone precursor pollutants, and TACs. Long-term operational effects associated with the three additional residential units are likely to result in increased air pollutant emissions; however, the increase would be marginal. Given that the operational emissions identified in the *Air Quality Analysis for the 806 W. Adams Residential Project* were well below the SCAQMD regional mass emissions thresholds and localized significance thresholds, the addition of three units would not result in exceedances of such thresholds. Based on the supplemental traffic analysis, the modified Project would not create a Carbon Monoxide (CO) hot spot, as the traffic volumes generated by the modified Project would be well below the volumes of the most congested intersections in the region. These worst-case intersections were demonstrated not to result in a violation of CO standards in the 2003 AQMP. Project construction and operations would also only produce small amounts of TACs that would not present a health risk to surrounding residents and the community as a whole, and would not require the preparation of a Health Risk Assessment. The modified Project would also remain consistent with

the SCAQMD 2016 AQMP as well as the SCAG 2016-2040 RTP/SCS growth forecast and smart growth policies and objectives. Overall the prior conclusions of the October, 2018 Class 32 Categorical Exemption memorandum would not change with the addition of three residential units.

Water Quality

As discussed in the Class 32 Categorical Exemption Memorandum, a minimum of 25 percent of exterior the open space areas would be planted with ground cover including trees, shrubs and other surficial landscaping. Project construction would include Best Management Practices (BMPs) set forth in a stormwater pollution prevention plan (SWPPP) in accordance with the State Stormwater NPDES Construction General Permit administered by the State Water Resources Control Board (SWRCB), compliance with which would be regulated by the Los Angeles Regional Water Quality Control Board. BMPs would reduce both stormwater and non-stormwater discharges during construction and would minimize the mobilization of sediment to storm drains. The Project would also comply with LAMC provisions related to stormwater and urban runoff pollution and Low Impact Development (LID) strategies on projects that require building permits. The Project applicant would be required to prepare and implement a stormwater mitigation plan and incorporate stormwater mitigation measures into the design plans in accordance with the above regulatory requirements for the City to review and approve before a building permit for the Project is issued. As a result of compliance with these regulatory requirements, the Project was determined not to result in the degradation of stormwater runoff and would not result in significant impacts relating to water quality.

Modified Project

The addition of the three units to the Project would not change the commitment to plant 25 percent of exterior the open space areas with ground cover including trees, shrubs and other surficial landscaping. The building footprint would also not change, so there would be no change in open space with the modified Project. The modified Project would comply with all requirements related to the protection of water quality during the construction period and following the completion of construction, and impacts to water quality would be less than significant.

(e) The site can be adequately served by all required utilities and public services.

As discussed in the Class 32 Categorical Exemption Memorandum, the Project Site was determined to be adequately served by all required utilities and public services. Estimates of water (indoor and outdoor), wastewater, electricity, and natural gas were provided to the appropriate utility providers, and letters confirming service availability were provided. The Project Site was also determined to be adequately served by the Los Angeles Fire Department (LAFD), Los Angeles Police Department (LAPD), Los Angeles Unified School District (LAUSD), and Los Angeles Public Library (LAPL).

Modified Project

The addition of the three units to the Project would marginally increase the amount of indoor water use, wastewater, electricity, and natural gas consumed at the Project Site by approximately

3 percent compared with the original Project based on the increased number of residents (this is a conservative assumption in light of the smaller unit sizes of 2 of the 3 new units).¹ Based on this conservative analysis, total water use is estimated to increase from 12,270,000 to 12,642,000 gallons annually (indoor water use would increase to 11,750,00 gallons per year and outdoor water use would remain at approximately 520,000 gallons per year). Total new wastewater generation would increase to approximately 13 million gallons per year from 12,674,250 gallons per year, electricity consumption would increase to just under 2.5 million kilowatt-hours per year, and natural gas use would increase to approximately 14,900 million British thermal units per year. Estimated increases in the demand for utilities are minor increases, and the needs of the modified Project could continue to be met with existing facilities. Any minor system upgrades that may be required would be determined at the final building design phase and the applicant would be obligated to fund any such improvements. The additional three units would involve a slightly higher population living at the Project Site, but the increase would be minor and residents would continue to be adequately served by LAFD, LAPD, LAUSD, and LAPL, as previously analyzed in the October, 2018 Class 32 Categorical Exemption memorandum, with supplemental security and library services provided through the University of Southern California.

Exceptions to the Use of Categorical Exemptions:

The exceptions to the use of Categorical Exemptions identified in Section 15300.2 of the State CEQA Guidelines were evaluated for the Project as revised. The October, 2018 Class 32 Categorical Exemption memorandum determined that none of the exceptions apply to the proposed Project. The location would not be altered as a result of the proposed revisions to the Project. With the addition of three units there would be no change regarding the absence of any potential for cumulative impacts from successive projects of the same type in the same place over time. There would be no change regarding the absence of a potential for significant effects due to unusual circumstances. There would be no change regarding the absence of potentially significant effects on scenic highways, hazardous waste sites, and historical resources. Therefore, none of the exceptions to the use of Categorical Exemptions identified in Section 15300.2 of the State CEQA Guidelines would apply to the Project as revised.

Summary and Conclusions

The modifications to the Project do not alter the conclusions presented in the Class 32 Categorical Exemption memorandum prepared for the Project by ICF on October 5, 2018. Specifically, the Project as revised continues to be located in a highly urbanized area that is not a particularly sensitive environment. The Project was previously determined to be consistent with applicable General Plan and zoning policies, to occur on an urban site of less than five acres, to have no value as habitat for endangered, rare, or threatened species, to not result in any significant environmental effects relating to traffic, noise, air quality or water quality, and to be able to be served by existing public utilities and services. The minor revision to the Project of the addition of three residential units does not alter any of the prior conclusions.

¹ All estimates of utility demand are based on scaling estimates provided by CCE Design Associates and NAI Consulting Engineers for the Project to account for the additional three units.

Also, as with the Project as originally analyzed, the Project as revised does not present any unusual circumstances that would result in significant environmental impacts, nor would it constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, nor would it result in a significant cumulative impact from successive projects of the same type in the same place over time. Therefore, none of the possible exceptions to Categorical Exemptions found in CEQA Guidelines Section 15300.2 apply to the Project as revised. As such, the revised Project qualifies for a Class 32 Categorical Exemption.

References

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ATTACHMENT A: SUPPLEMENTAL TRANSPORTATION ANALYSIS



TECHNICAL MEMORANDUM

TO: Greg Beck, Champion Real Estate

FROM: Brian Hartshorn

DATE: July 1, 2019

RE: Supplemental Analysis for
806 West Adams Boulevard
Los Angeles, California

Ref: J1578

Gibson Transportation Consulting, Inc. was asked to conduct a supplemental analysis to determine if adding units to the 806 West Adams Boulevard project (Project) would result in traffic impacts based on Los Angeles Department of Transportation (LADOT) threshold criteria.

PROJECT DESCRIPTION

LADOT approved the initial transportation impact study prepared for this Project on August 29, 2018. The initial Project was composed of 99 student housing units with up to 495 bedrooms.

Since that time, the Project has been revised to include more units and bedrooms and the Applicant would like to determine whether the added units/bedrooms will trigger any traffic impacts and require mitigation. The revised Project includes 102 student housing units (three additional units) with up to 506 bedrooms (11 additional bedrooms).

TRIP GENERATION & ASSUMPTIONS

Using the same trip generation procedures and assumptions as in the approved transportation impact study, the additional units were added to the overall land use program. The trip assignment to off-site intersections is also consistent with the approved study.

Table 1 summarizes the trip generation for the revised Project with the added bedrooms.

TRAFFIC ANALYSIS

Consistent with the approved transportation impact study, an evaluation of the potential impacts was conducted to determine whether the added units result in traffic impacts per *Transportation Impact Study Guidelines* (LADOT, December 2016) (Guidelines).

An analysis was conducted for the same intersections identified in the approved study and the results for the revised Future with Project scenario are summarized in Table 2. As shown, the addition of 11 bedrooms does not trigger intersection impacts based on the Guidelines. As with the original Project density, the revised Project does not result in off-site traffic impacts and is not required to provide traffic mitigation.

The level of service worksheets are provided in the Attachment.

SUMMARY

Per the trip generation and traffic analyses conducted consistent with the assumptions from the approved study, the addition of three units (11 bedrooms) to the original Project does not result in new traffic impacts and the Project would not be required to provide mitigation for this level of development.

**TABLE 1
PROJECT TRIP GENERATION ESTIMATES**

TRIP GENERATION RATES [a]									
Land Use	ITE Land Use	Rate	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
Clinic	630	per employee	9.25	77%	23%	1.12	36%	64%	0.85
Off Campus Student Housing	225	per bedroom	3.15	41%	59%	0.12	50%	50%	0.25
Day Care Center	565	per student	4.09	53%	47%	0.78	47%	53%	0.79
TRIP GENERATION ESTIMATES									
Land Use	ITE Land Use	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
				In	Out	Total	In	Out	Total
<u>Existing to be Removed</u>									
Clinic	630	20 Employees	185	17	5	22	6	11	17
<i>Transit/Walk-In Adjustment - 10% [b]</i>			-19	-2	0	-2	-1	-1	-2
Day Care Center	565	30 Students	123	12	11	23	11	13	24
<i>Transit/Walk-In Adjustment - 10% [b]</i>			-12	-1	-1	-2	-1	-1	-2
			277	26	15	41	15	22	37
<u>Proposed Project</u>									
Off Campus Student Housing	225	506 Bedrooms	1,594	25	36	61	64	63	127
<i>Transit/Walk-In Adjustment - 10% [b]</i>			-159	-3	-4	-6	-6	-6	-13
Total Proposed Project Trips			1,435	22	32	55	58	57	114
TOTAL - NET NEW PROJECT TRIPS			1,158	(4)	17	14	43	35	77

[a] Source: *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

[b] Per LADOT's *Transportation Impact Study Guidelines* (December 2016), the Project Site is located within 0.25 miles walking distance from a transit station or RapidBus stop, a conservative transit reduction is applied to account for transit usage and walking visitor arrivals from the surrounding neighborhoods and adjacent commercial developments

TABLE 2
FUTURE WITH PROJECT CONDITIONS (YEAR 2021)
SIGNALIZED INTERSECTION LEVELS OF SERVICE AND SIGNIFICANT IMPACTS

No.	Intersection	Peak Hour	Future without Project Conditions		Future with Project Conditions			
			V/C	LOS	V/C	LOS	Δ V/C	Impact
1.	Vermont Avenue & Adams Boulevard	A.M.	0.973	E	0.974	E	0.001	NO
		P.M.	1.000	E	1.001	F	0.001	NO
2.	Hoover Street & 23rd Street	A.M.	0.706	C	0.707	C	0.001	NO
		P.M.	0.673	B	0.676	B	0.003	NO
3.	Hoover Street & Adams Boulevard	A.M.	0.873	D	0.873	D	0.000	NO
		P.M.	0.891	D	0.899	D	0.008	NO
4.	Hoover Street & 30th Street	A.M.	0.400	A	0.402	A	0.002	NO
		P.M.	0.567	A	0.576	A	0.009	NO
5.	Figueroa Street & Adams Boulevard	A.M.	1.029	F	1.030	F	0.001	NO
		P.M.	1.056	F	1.063	F	0.007	NO
6.	Grand Avenue & Adams Boulevard	A.M.	0.722	C	0.722	C	0.000	NO
		P.M.	0.872	D	0.873	D	0.001	NO

Attachment
Level of Service Worksheets

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vermont Avenue		Year of Count:	2018		Ambient Growth: (%):	1		Conducted by:	GTC		Date:	June 2018	
	East-West Street:	Adams Boulevard		Projection Year:	2021		Peak Hour:	AM		Reviewed by:			Project:	806 W Adams	
No. of Phases		4		Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		Right Turns: FREE-1, NRTOR-2 or OLA-3?		0		ATSAC-1 or ATSAC+ATCS-2?		2	
Override Capacity		0		NB--		3		SB--		0		EB--		0	
				NB--		3		SB--		0		EB--		0	
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				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
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				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	
				WB--		0		WB--		0		WB--		0	

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Vermont Avenue	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	June 2018									
1	East-West Street:	Adams Boulevard	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	806 W Adams									
No. of Phases		4	4		4		4		4										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0	NB-- 3 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0	EB-- 0 WB-- 0										
Override Capacity		2	2		2		2		2										
		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	85	1	85	0	85	85	39	127	1	127	0	127	1	127	0	127	1	127
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	943	2	472	0	943	472	111	1083	2	542	0	1083	2	542	0	1083	2	542
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	169	1	35	2	171	36	15	189	1	33	2	191	1	34	0	191	1	34
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	171	1	171	2	173	173	7	183	1	183	2	185	1	185	0	185	1	185
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	941	1	504	0	941	504	315	1285	1	678	0	1285	1	678	0	1285	1	678
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	67	0	67	0	67	67	1	70	0	70	0	70	0	70	0	70	0	70
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	134	1	134	0	134	134	1	139	1	139	0	139	1	139	0	139	1	139
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	845	1	462	1	846	463	103	974	1	551	1	975	1	552	0	975	1	552
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	79	0	79	0	79	79	47	128	0	128	0	128	0	128	0	128	0	128
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	134	1	134	1	135	135	18	156	1	156	1	157	1	157	0	157	1	157
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	713	1	437	1	714	438	82	817	1	496	1	818	1	497	0	818	1	497
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	160	0	160	1	161	161	9	174	0	174	1	175	0	175	0	175	0	175
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 643	643		North-South: 645	645		North-South: 805	805		North-South: 805	805		North-South: 805	805		North-South: 805	805	
		East-West: 596	596		East-West: 598	598		East-West: 707	707		East-West: 709	709		East-West: 709	709		East-West: 709	709	
		SUM: 1239	1239		SUM: 1243	1243		SUM: 1512	1512		SUM: 1514	1514		SUM: 1514	1514		SUM: 1514	1514	
VOLUME/CAPACITY (V/C) RATIO:		0.901		0.904		1.100		1.101		1.101		1.101		1.101		1.101		1.101	
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.801		0.804		1.000		1.001		1.001		1.001		1.001		1.001		1.001	
LEVEL OF SERVICE (LOS):		D		D		E		F		F		F		F		F		F	

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT	
Change in v/c due to project:	0.001
Significant impacted?	NO
Δv/c after mitigation:	0.001
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Hoover Street	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	June 2018									
2	East-West Street:	23rd Street	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	806 W Adams									
No. of Phases		2	2		2		2		2										
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	0		0		0		0										
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB-- 0 SB-- 0	NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0		NB-- 0 SB-- 0										
ATSAC-1 or ATSAC+ATCS-2?		EB-- 0 WB-- 0	EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0		EB-- 0 WB-- 0										
Override Capacity		2	2		2		2		2										
		0	0		0		0		0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	42	1	42	0	42	42	0	43	1	43	0	43	1	43	0	43	1	43
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1144	2	572	3	1147	574	152	1331	2	666	3	1334	2	667	0	1334	2	667
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	102	1	102	0	102	102	0	105	1	105	0	105	1	105	0	105	1	105
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	725	1	374	-1	724	374	128	875	1	450	-1	874	1	449	0	874	1	449
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	23	0	23	0	23	23	0	24	0	24	0	24	0	24	0	24	0	24
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	122	0	122	0	122	122	0	126	0	126	0	126	0	126	0	126	0	126
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	79	0	225	0	79	225	0	81	0	232	0	81	0	232	0	81	0	232
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	24	0	0	0	24	0	0	25	0	0	0	25	0	0	0	25	0	0
	Left-Through-Right	0	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	36	0	36	0	36	36	0	37	0	37	0	37	0	37	0	37	0	37
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	109	0	303	0	109	303	0	112	0	312	0	112	0	312	0	112	0	312
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	158	0	0	0	158	0	0	163	0	0	0	163	0	0	0	163	0	0
	Left-Through-Right	0	1	0	0	0	0	0	1	1	0	0	1	1	0	0	1	1	0
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 674	North-South: 676		North-South: 771		North-South: 772		North-South: 772		North-South: 772		North-South: 772		North-South: 772		North-South: 772		
		East-West: 425	East-West: 425		East-West: 438		East-West: 438		East-West: 438		East-West: 438		East-West: 438		East-West: 438		East-West: 438		
		SUM: 1099	SUM: 1101		SUM: 1209		SUM: 1210		SUM: 1210		SUM: 1210		SUM: 1210		SUM: 1210		SUM: 1210		
VOLUME/CAPACITY (V/C) RATIO:			0.733		0.734		0.806		0.807		0.807		0.807		0.807		0.807		
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.633		0.634		0.706		0.707		0.707		0.707		0.707		0.707		
LEVEL OF SERVICE (LOS):			B		B		C		C		C		C		C		C		

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Hoover Street	Year of Count: 2018	Ambient Growth: (%): 1	Conducted by: GTC	Date: June 2018														
2	East-West Street: 23rd Street	Projection Year: 2021	Peak Hour: PM	Reviewed by:	Project: 806 W Adams														
No. of Phases: 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0																	
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	34	1	34	0	34	34	0	35	1	35	0	35	1	35	0	35	1	35
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1157	2	579	7	1164	582	74	1266	2	633	7	1273	2	637	0	1273	2	637
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	11	1	11	0	11	11	0	11	1	11	0	11	1	11	0	11	1	11
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	123	1	123	0	123	123	0	127	1	127	0	127	1	127	0	127	1	127
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	924	1	477	9	933	481	89	1041	1	536	9	1050	1	540	0	1050	1	540
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	29	0	29	0	29	29	0	30	0	30	0	30	0	30	0	30	0	30
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	93	0	93	0	93	93	0	96	0	96	0	96	0	96	0	96	0	96
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	138	0	265	0	138	265	0	142	0	273	0	142	0	273	0	142	0	273
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	34	0	0	0	34	0	0	35	0	0	0	35	0	0	0	35	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
WESTBOUND	Left	31	0	31	0	31	31	0	32	0	32	0	32	0	32	0	32	0	32
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	111	0	295	0	111	295	0	114	0	304	0	114	0	304	0	114	0	304
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	153	0	0	0	153	0	0	158	0	0	0	158	0	0	0	158	0	0
	Left-Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
CRITICAL VOLUMES		North-South: 702 East-West: 388 SUM: 1090	North-South: 705 East-West: 388 SUM: 1093	North-South: 760 East-West: 400 SUM: 1160	North-South: 764 East-West: 400 SUM: 1164	North-South: 764 East-West: 400 SUM: 1164													
VOLUME/CAPACITY (V/C) RATIO:		0.727	0.729	0.773	0.776	0.776													
V/C LESS ATCS/ATCS ADJUSTMENT:		0.627	0.629	0.673	0.676	0.676													
LEVEL OF SERVICE (LOS):		B	B	B	B	B													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT	
Change in v/c due to project:	0.003
Significant impacted?	NO
Δv/c after mitigation:	0.003
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Hoover Street	Year of Count: 2018	Ambient Growth: (%): 1	Conducted by: GTC	Date: June 2018														
3	East-West Street: Adams Boulevard	Projection Year: 2021	Peak Hour: AM	Reviewed by:	Project: 806 W Adams														
No. of Phases: 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		NB-- 0 SB-- 0 EB-- 0 WB-- 3 2 0																	
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	110	1	110	0	110	110	12	125	1	125	0	125	1	125	0	125	1	125
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	740	2	370	0	740	370	58	820	2	410	0	820	2	410	0	820	2	410
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	58	1	34	-2	56	29	0	60	1	36	-2	58	1	30	0	58	1	30
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	168	1	168	-1	167	167	27	200	1	200	-1	199	1	199	0	199	1	199
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	559	2	280	0	559	280	38	614	2	307	0	614	2	307	0	614	2	307
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	139	1	0	0	139	0	62	205	1	27	0	205	1	27	0	205	1	27
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	287	1	287	0	287	287	61	357	1	357	0	357	1	357	0	357	1	357
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	758	2	379	0	758	379	79	860	2	430	0	860	2	430	0	860	2	430
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	91	1	36	0	91	36	10	104	1	42	0	104	1	42	0	104	1	42
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	48	1	48	7	55	55	0	49	1	49	7	56	1	56	0	56	1	56
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	603	2	302	2	605	303	120	741	2	371	2	743	2	372	0	743	2	372
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	320	1	152	3	323	156	33	363	1	163	3	366	1	167	0	366	1	167
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 538 East-West: 589 SUM: 1127	North-South: 537 East-West: 590 SUM: 1127	North-South: 610 East-West: 728 SUM: 1338	North-South: 609 East-West: 729 SUM: 1338	North-South: 609 East-West: 729 SUM: 1338													
VOLUME/CAPACITY (V/C) RATIO:		0.820	0.820	0.973	0.973	0.973													
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.720	0.720	0.873	0.873	0.873													
LEVEL OF SERVICE (LOS):		C	C	D	D	D													

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT	
Change in v/c due to project:	0.000
Significant impacted?	NO
Δv/c after mitigation:	0.000
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Hoover Street	Year of Count: 2018	Ambient Growth: (%): 1	Conducted by: GTC	Date: June 2018													
	East-West Street: Adams Boulevard	Projection Year: 2021	Peak Hour: PM	Reviewed by:	Project: 806 W Adams													
No. of Phases: 4 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 3 2 0																
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	183	0	183	183	2	191	1	191	0	191	1	191	0	191	1	191
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	458	0	916	458	31	975	2	488	0	975	2	488	0	975	2	488
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	9	17	66	19	0	50	1	9	17	67	1	19	0	67	1	19
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	1	159	9	168	168	27	191	1	191	9	200	1	200	0	200	1	200
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	393	0	786	393	41	851	2	426	0	851	2	426	0	851	2	426
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	14	0	145	14	21	170	1	25	0	170	1	25	0	170	1	25
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	263	0	263	263	19	290	1	290	0	290	1	290	0	290	1	290
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	312	4	628	314	102	745	2	373	4	749	2	375	0	749	2	375
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	136	0	227	136	2	236	1	141	0	236	1	141	0	236	1	141
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	1	81	14	95	95	0	83	1	83	14	97	1	97	0	97	1	97
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	346	4	696	348	74	787	2	394	4	791	2	396	0	791	2	396
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	177	7	343	175	24	370	1	179	7	377	1	177	0	377	1	177
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 617 East-West: 609 SUM: 1226	North-South: 626 East-West: 611 SUM: 1237	North-South: 679 East-West: 684 SUM: 1363	North-South: 688 East-West: 686 SUM: 1374	North-South: 688 East-West: 686 SUM: 1374												
VOLUME/CAPACITY (V/C) RATIO:		0.892	0.900	0.991	0.999	0.999												
V/C LESS ATCS/ATCS ADJUSTMENT:		0.792	0.800	0.891	0.899	0.899												
LEVEL OF SERVICE (LOS):		C	C	D	D	D												

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT	
Change in v/c due to project:	0.008
Significant impacted?	NO
Δv/c after mitigation:	0.008
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Hoover Street	Year of Count: 2018	Ambient Growth: (%): 1	Conducted by: GTC	Date: June 2018													
4	East-West Street: 30th Street	Projection Year: 2021	Peak Hour: PM	Reviewed by:	Project: 806 W Adams													
No. of Phases: 3 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0																
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	71	0	71	71	0	73	1	73	0	73	1	73	0	73	1	73
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	328	9	665	333	18	694	2	347	9	703	2	352	0	703	2	352
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	10	0	26	10	4	31	1	13	0	31	1	13	0	31	1	13
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	1	232	0	232	232	11	250	1	250	0	250	1	250	0	250	1	250
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1	435	7	683	442	25	721	1	469	7	728	1	476	0	728	1	476
	Through-Right	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	0	194	7	201	201	17	217	0	217	7	224	0	224	0	224	0	224
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	192	9	201	201	14	212	1	212	9	221	1	221	0	221	1	221
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	0	139	0	99	139	0	102	0	143	0	102	0	143	0	102	0	143
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	0	0	0	40	0	0	41	0	0	0	41	0	0	0	41	0	0
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	1	32	0	32	32	3	36	1	36	0	36	1	36	0	36	1	36
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1	132	0	146	132	0	150	1	141	0	150	1	141	0	150	1	141
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	0	118	0	118	118	9	131	0	131	0	131	0	131	0	131	0	131
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES		North-South: 560 East-West: 324 SUM: 884	North-South: 565 East-West: 333 SUM: 898	North-South: 597 East-West: 353 SUM: 950	North-South: 602 East-West: 362 SUM: 964	North-South: 602 East-West: 362 SUM: 964												
VOLUME/CAPACITY (V/C) RATIO:		0.620	0.630	0.667	0.676	0.676												
V/C LESS ATCS/ATCS ADJUSTMENT:		0.520	0.530	0.567	0.576	0.576												
LEVEL OF SERVICE (LOS):		A	A	A	A	A												

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.009	Δv/c after mitigation:	0.009
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Figueroa Street	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	June 2018								
	East-West Street:	Adams Boulevard	Projection Year:	2021	Peak Hour:	AM	Reviewed by:		Project:	806 W Adams								
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity			4 0 0 3 2 0	4 0 0 3 2 0	4 0 0 3 2 0	4 0 0 3 2 0	4 0 0 3 2 0	4 0 0 3 2 0	4 0 0 3 2 0	4 0 0 3 2 0								
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	148	0	148	148	7	159	1	159	0	159	1	159	0	159	1	159
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	594	0	1187	594	234	1457	2	729	0	1457	2	729	0	1457	2	729
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	0	0	48	0	0	58	107	1	0	0	107	1	0	0	107	1
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	1	188	0	188	188	29	223	1	223	0	223	1	223	0	223	1	223
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1	468	0	730	468	425	1177	1	697	0	1177	1	697	0	1177	1	697
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	0	205	0	205	205	6	217	0	217	0	217	0	217	0	217	0	217
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	1	139	2	141	141	6	149	1	149	2	151	1	151	0	151	1	151
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	1	309	2	553	311	75	643	1	358	2	645	1	360	0	645	1	360
	Through-Right	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
	Right	0	66	2	68	68	5	73	0	73	2	75	0	75	0	75	0	75
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	1	114	0	114	114	121	238	1	238	0	238	1	238	0	238	1	238
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	2	377	0	754	377	125	902	2	451	0	902	2	451	0	902	2	451
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	1	95	0	283	95	64	356	1	133	0	356	1	133	0	356	1	133
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CRITICAL VOLUMES			North-South: 782 East-West: 516 SUM: 1298	North-South: 782 East-West: 518 SUM: 1300	North-South: 952 East-West: 600 SUM: 1552	North-South: 952 East-West: 602 SUM: 1554	North-South: 952 East-West: 602 SUM: 1554	North-South: 952 East-West: 602 SUM: 1554										
VOLUME/CAPACITY (V/C) RATIO:			0.944	0.945	1.129	1.130	1.130											
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.844	0.845	1.029	1.030	1.030											
LEVEL OF SERVICE (LOS):			D	D	F	F	F											

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.001	Δv/c after mitigation:	0.001
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Figueroa Street		Year of Count:	2018		Ambient Growth: (%):	1		Conducted by:	GTC		Date:	June 2018															
	5	East-West Street:	Adams Boulevard		Projection Year:	2021		Peak Hour:	PM		Reviewed by:			Project:	806 W Adams														
No. of Phases		4		4		4		4		4		4		4															
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0		0		0		0		0		0		0															
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0	NB--	0	SB--	0												
		EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3	EB--	0	WB--	3												
ATSAC-1 or ATSAC+ATCS-2?		2		2		2		2		2		2		2															
Override Capacity		0		0		0		0		0		0		0															
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION													
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume										
NORTHBOUND	Left	229	1	229	4	233	233	4	240	1	240	4	244	1	244	0	244	1	244										
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Through	981	2	491	0	981	491	407	1418	2	709	0	1418	2	709	0	1418	2	709										
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Right	47	1	9	0	47	9	116	164	1	67	0	164	1	67	0	164	1	67										
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
SOUTHBOUND	Left	159	1	159	0	159	159	77	241	1	241	0	241	1	241	0	241	1	241										
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Through	840	1	476	0	840	478	537	1402	1	761	0	1402	1	763	0	1402	1	763										
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0										
	Right	111	0	111	4	115	115	6	120	0	120	4	124	0	124	0	124	0	124										
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
EASTBOUND	Left	106	1	106	4	110	110	7	116	1	116	4	120	1	120	0	120	1	120										
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Through	539	1	330	4	543	334	102	657	1	393	4	661	1	397	0	661	1	397										
	Through-Right	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0										
	Right	121	0	121	4	125	125	4	129	0	129	4	133	0	133	0	133	0	133										
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
WESTBOUND	Left	76	1	76	0	76	76	117	195	1	195	0	195	1	195	0	195	1	195										
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Through	799	2	400	4	803	402	68	891	2	446	4	895	2	448	0	895	2	448										
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
	Right	198	1	39	0	198	39	49	253	1	12	0	253	1	12	0	253	1	12										
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									
Left-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
CRITICAL VOLUMES		North-South:	705	North-South:	711	North-South:	1001	North-South:	1007	North-South:	1007	North-South:	1007	North-South:	1007	East-West:	506	East-West:	512	East-West:	588	East-West:	592	East-West:	592	East-West:	592	East-West:	592
		East-West:	506	East-West:	512	East-West:	588	East-West:	592	East-West:	592	East-West:	592	East-West:	592	SUM:	1211	SUM:	1223	SUM:	1589	SUM:	1599	SUM:	1599	SUM:	1599	SUM:	1599
VOLUME/CAPACITY (V/C) RATIO:		0.881		0.889		1.156		1.163		1.163		1.163		1.163		0.781		0.789		1.056		1.063		1.063		1.063			
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.781		0.789		1.056		1.063		1.063		1.063		1.063		0.781		0.789		1.056		1.063		1.063		1.063			
LEVEL OF SERVICE (LOS):		C		C		F		F		F		F		F		C		C		F		F		F		F			

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT

Change in v/c due to project:	0.007	Δv/c after mitigation:	0.007
Significant impacted?	NO	Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: Grand Avenue	Year of Count: 2018	Ambient Growth: (%): 1	Conducted by: GTC	Date: June 2018														
6	East-West Street: Adams Boulevard	Projection Year: 2021	Peak Hour: AM	Reviewed by:	Project: 806 W Adams														
No. of Phases: 2 Opposed Ø'ing: N/S-1, E/W-2 or Both-3? 0 Right Turns: FREE-1, NRTOR-2 or OLA-3? 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0 ATCS-1 or ATCS+ATCS-2? 2 Override Capacity 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0		NB-- 0 SB-- 0 EB-- 0 WB-- 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0 NB-- 0 SB-- 0 EB-- 0 WB-- 0															
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION			
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	98	1	98	0	98	98	0	101	1	101	0	101	1	101	0	101	1	101
	Left-Through		0							0				0				0	
	Through	550	1	302	0	550	302	29	596	1	326	0	596	1	326	0	596	1	326
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	1	56	0	56	0	56	0	56	0	56	0	56
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
SOUTHBOUND	Left	70	1	70	0	70	70	65	137	1	137	0	137	1	137	0	137	1	137
	Left-Through		0							0				0				0	
	Through	300	1	177	0	300	177	518	827	1	537	0	827	1	537	0	827	1	537
	Through-Right		1							1				1				1	
	Right	53	0	53	0	53	53	191	246	0	246	0	246	0	246	0	246	0	246
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
EASTBOUND	Left	99	1	99	0	99	99	86	188	1	188	0	188	1	188	0	188	1	188
	Left-Through		0							0				0				0	
	Through	554	1	317	1	555	317	302	873	1	477	1	874	1	478	0	874	1	478
	Through-Right		1							1				1				1	
	Right	79	0	79	0	79	79	0	81	0	81	0	81	0	81	0	81	0	81
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
WESTBOUND	Left	66	1	66	0	66	66	10	78	1	78	0	78	1	78	0	78	1	78
	Left-Through		0							0				0				0	
	Through	581	1	339	0	581	339	72	671	1	407	0	671	1	407	0	671	1	407
	Through-Right		1							1				1				1	
	Right	96	0	96	0	96	96	43	142	0	142	0	142	0	142	0	142	0	142
	Left-Through-Right		0							0				0				0	
	Left-Right		0							0				0				0	
CRITICAL VOLUMES		North-South: 372 East-West: 438 SUM: 810	North-South: 372 East-West: 438 SUM: 810	North-South: 372 East-West: 438 SUM: 810	North-South: 638 East-West: 595 SUM: 1233														
VOLUME/CAPACITY (V/C) RATIO:		0.540		0.540		0.822		0.822		0.822		0.822							
V/C LESS ATCS/ATCS ADJUSTMENT:		0.440		0.440		0.722		0.722		0.722		0.722							
LEVEL OF SERVICE (LOS):		A		A		C		C		C		C							

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT	
Change in v/c due to project:	0.000
Significant impacted?	NO
Δv/c after mitigation:	0.000
Fully mitigated?	N/A

Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Grand Avenue	Year of Count:	2018	Ambient Growth: (%):	1	Conducted by:	GTC	Date:	June 2018									
6	East-West Street:	Adams Boulevard	Projection Year:	2021	Peak Hour:	PM	Reviewed by:		Project:	806 W Adams									
No. of Phases		2	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?		0	Right Turns: FREE-1, NRTOR-2 or OLA-3?		0	ATSAC-1 or ATSAC+ATCS-2?		2								
Override Capacity		0	NB--		0	SB--		0	EB--		0								
		0	WB--		0	EB--		0	WB--		0								
		2			2			2			2								
		0			0			0			0								
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION WI PROJECT				FUTURE WI PROJECT WI MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	103	1	103	0	103	103	0	106	1	106	0	106	1	106	0	106	1	106
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	575	1	326	0	575	326	77	669	1	378	0	669	1	378	0	669	1	378
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	77	0	77	0	77	77	7	86	0	86	0	86	0	86	0	86	0	86
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	116	1	116	0	116	116	60	180	1	180	0	180	1	180	0	180	1	180
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	477	1	279	0	477	280	646	1137	1	684	0	1137	1	685	0	1137	1	685
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	80	0	80	2	82	82	148	230	0	230	2	232	0	232	0	232	0	232
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	116	1	116	0	116	116	232	352	1	352	0	352	1	352	0	352	1	352
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	603	1	335	2	605	336	320	941	1	505	2	943	1	506	0	943	1	506
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	66	0	66	0	66	66	0	68	0	68	0	68	0	68	0	68	0	68
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WESTBOUND	Left	66	1	66	0	66	66	1	69	1	69	0	69	1	69	0	69	1	69
	Left-Through	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	433	1	243	0	433	243	52	498	1	316	0	498	1	316	0	498	1	316
	Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	53	0	53	0	53	53	79	134	0	134	0	134	0	134	0	134	0	134
	Left-Through-Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CRITICAL VOLUMES		North-South: East-West: SUM:	442 401 843	North-South: East-West: SUM:	442 402 844	North-South: East-West: SUM:	790 668 1458	North-South: East-West: SUM:	791 668 1459	North-South: East-West: SUM:	791 668 1459	North-South: East-West: SUM:	791 668 1459						
VOLUME/CAPACITY (V/C) RATIO:		0.562	0.563	0.972	0.973	0.973	0.973												
V/C LESS ATSAC/ATCS ADJUSTMENT:		0.462	0.463	0.872	0.873	0.873	0.873												
LEVEL OF SERVICE (LOS):		A	A	D	D	D	D												

REMARKS:

Version: 1i Beta; 8/4/2011

PROJECT IMPACT	
Change in v/c due to project:	0.001
Significant impacted?	NO
Δv/c after mitigation:	0.001
Fully mitigated?	N/A