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January 20, 2023

Shay Yadin (A/O)
Lincoln Park Holdings, LLC
100 S. Citrus Ave.
Los Angeles, CA 90036

Brian Silveira (R)
Brian Silveira & Associates
1501.5 Cabrillo Ave.
Venice CA 90291

RE: Case No. CPC-2022-6189-CU-DB-ZAA-SPR-
HCA
Address: 3601-3615 Mission Rd./2010-2036
Lincoln Park Ave.
Planning Area: Northeast Los Angeles
Zone : R3-1
D. M. : 136-5A225
C. D. : 14 – Kevin De Leon
CEQA : ENV-2022-6190-CE

RE: ENV-2022-6190-CE (Categorical Exemption - Class 32)

The requested entitlement is for the construction, use and maintenance of a new 7-story density bonus apartment building with 184 residential units above 2 levels of automobile parking under the Density Bonus program. The proposed project provides 103 automobile parking spaces and 127 bicycle parking spaces (115 long term and 12 short term).

The applicant is requesting a conditional use permit pursuant to LAMC 12.24. U 26 to permit a Density Bonus for a project for which the density increase is greater than the maximum 35% permitted in LAMC Section 12.22 A 25; in conjunction with the construction, use, and maintenance of 184 for-rent dwelling units in lieu of the 64 dwelling units otherwise permitted by LAMC 12.22 A 25; with 47 dwelling units reserved for Very Low Income Households; and pursuant to LAMC Section 12.24 F.

The applicant is requesting on-menu of incentives (12.22 A 25) to permit a 20 percent reduction in required open space to allow the provision of 15,480 square feet in lieu of the 19,350 square feet required to pursuant to LAMC 12.21 G. 2, and to permit the area of land required to be dedicated for street or alley purposes to be included as lot area for the purposes of calculating the maximum density permitted by the R3 zone; off-menu incentives to permit decrease in residential automobile parking to allow the provision of 103 parking spaces, with 18 in tandem, in lieu of the 216 parking spaces required pursuant to LAMC 12.21 A. 4; waivers of development

standards to permit a 50% decrease in required east side yard setbacks to allow a 5-foot side yard setback in lieu of the 10 feet required by the R3-1 zone pursuant to LAMC 12.10 C 2, to permit a 50% decrease in required west side yard setbacks to allow a 5-foot side yard setback in lieu of the 10 feet required by the R3-1 zone pursuant to LAMC 12.10 C 2, to permit a 41-foot increase in building height to allow up to 86 feet in lieu of the maximum 45 feet allowed in the R3-1 zone pursuant to LAMC 12.21.1, to permit a 22 percent increase in the allowable Floor Area Ratio to allow a Floor Area Ratio of 3.67:1 in lieu of the 3.0:1 FAR permitted in the R3-1 Zone pursuant to LAMC 12.21.1 A 1, and to permit 3 compact parking stalls and 100 standard stalls in lieu of the 1 standard parking stall per dwelling unit minimum required pursuant to LAMC 12.21 A 5 c.

The applicant is requesting a yard adjustment pursuant to LAMC 12.28 to allow a 12' high fence and raised grade to encroach in the required 15' front yard setback for the R3-1 zone. And a Site Plan Review pursuant to LAMC 16.05 for a development that results in an increase of 50 or more dwelling units and/or guest rooms.

The subject property consists of an irregular parcel containing 8 lots totaling 50,656.5 square feet of lot area. The parcel is currently developed with a 42-stall automobile parking lot which serves the adjacent parcel, currently developed with a residential care facility. Project plans include replacing the surface parking lot on the subject site with a seven-story, 184-unit apartment building and two levels of at- and above-grade parking facilities containing a total of 145 parking spaces, 103 of which are devoted to the on-site residential uses and 42 of which are dedicated to the adjacent medical facility use. The project site does not include the parcel to the east currently developed with a residential care facility.

The project site is bounded by Mission Rd on the south, Lincoln Park Avenue on the west, Barbee Street on the north and a medical facility on the east. The street frontage along Mission Road (the designated front) is 129.5 feet, while the street frontage along Lincoln Park Avenue (the designated side) is roughly 347.5 feet. The project site is surrounded by urban development, consisting of multi-family residential and open space land uses.

The subject property contains 33 trees, 5 of which, are protected tree species per Los Angeles City ordinance, including five listed species and all species of oak trees. All of the 5 protected trees on the site are Western Oak. The removal, replacement, or addition of any tree is subject to the Bureau of Street Services, Urban Forestry Division.

The subject property is located in a highly urbanized area, approximately 2.5 miles northeast of downtown Los Angeles. The land use and zoning surrounding the subject site reflects a mix of multi-family uses and park space (zoned R3-1, RD1.5-1, [Q]PF-1D, and OS-1XL). There are multiple major bus routes running along Mission Road. Several local buses serve the area.

The subject property is located in a ZI-2129 State Enterprise Zone: East Los Angeles, a 500ft Park Zone, Active: Lincoln Park, an Urban Agriculture Incentive Zone, Fault Zone, and Liquefaction area. The project site is located within a Special Grading Area (BOE Basic Grid Map A-13372). The project proposes the grading and movement of approximately 7,985 cubic yards of dirt, and as such, requires a Haul Route from the Los Angeles Department of Building and Safety.

The proposed project would not have a significant effect on the environment. 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 21068). The proposed project

and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines. This document establishes guidelines and thresholds of significant impact. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption since it is developed on an infill site and meets the following five applicable conditions: (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; and (e) The site can be adequately served by all required utilities and public services.

As a residential building developed on an infill site, this Project qualifies for the Class 15332 Categorical Exemption. The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of 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 project site is located within the adopted Northeast Los Angeles Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property with a land use designation of Multiple Family Residential, with corresponding zones of R2, RD, RMP, RW2, R3, RAS3, R4, RAS4, and R5. The subject property is zoned R3-1, and is thus consistent with the existing land use designation.

Under the existing zoning of R3-1, the minimum lot area per dwelling unit is 800 sf. Therefore, the 50,656.5 square foot lot would allow sixty-four (64) units on the project site. The project is providing a 73 percent affordable housing set-aside for Very Low Income households, which would allow for an additional one hundred and twenty-two (122) units per the LAMC 12.21 A 25 and LAMC 12.24 U 26 for a combined total of 186 allowable units. The project is, therefore, within the parameters of the density allowed for projects in the R3 zone with its rate and depth of affordability.

Additionally, the project's on- and off-menu incentives and waivers of development standards allow for a 21 percent increase in floor area ratio, a 41-foot height increase, parking and open space design adjustments, and yard reductions, therefore, the project's requests for increases in the building envelope are consistent with the project's intended zoning regulations based upon what's allowable in the R3 zone for Density Bonus projects. The construction of a 184-unit apartment building would be consistent with the General Plan designation and zoning.

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

The project site is located in the Northeast Los Angeles Community Plan area within Los Angeles city limits. The project site encompasses approximately 50,656.5 square feet of total lot area. The site is in a built-up and previously developed area. The land use and zoning surrounding the subject site reflects a mix of and multi-family park space uses (zoned R3-1, RD1.5-1, [Q]PF-1D, and OS-1XL). Therefore, the project will occur 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:

The project site is located in an urbanized area within the Northeast Los Angeles Community Plan area. The project site is in an established neighborhood that has long been developed with urban multi-family residential and park space uses and structures. The subject property contains 33 trees, 5 of which, are protected tree species per Los Angeles City ordinance, including five listed species and all species of oak trees. All of the 5 protected trees on the site are Western Oak. The removal, replacement, or addition of any tree is subject to the Bureau of Street Services, Urban Forestry Division. Additionally, the project site does not include any riparian areas or other sensitive plant communities, and it does not have substantive value as a habitat for endangered, rare, or threatened species. Therefore, 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:

Traffic. In regards to traffic, a significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The requested entitlement is for the construction, use and maintenance of a new 7-story density bonus apartment building with 184 residential units above 2 levels of automobile parking under the Density Bonus program. The project proposed project provides 103 automobile parking spaces and 127 bicycle parking spaces (115 long term and 12 short term).

A basic run of the City of Los Angeles VMT Calculator was performed (See Appendix B of the Class 32 Categorical Exemption in case file ENV-2022-6190-CE with the Los Angeles City Planning Department). The VMT Calculator run determined that the project's one hundred eighty-four (184) new multi-family residences would generate 734 average daily trips (ADT) and 5,281 daily VMT. The proposed project would remove and replace the existing forty-two (42) commercial parking spaces, which currently do not generate any ADT or daily VMT. As such, the VMT generated by the project warranted further analysis of the project's VMT contribution.

The project will implement several mitigation measures to minimize its transportation impacts, including reduced on-site parking supply and unbundled parking. Through requests permitted by its density bonus and pursuant to LAMC 12.22 A.25, the project is

proposing 103 residential automobile parking spaces, a reduction of 112 spaces. Reducing the project's parking supply reduces the project's anticipated transportation impacts. As stated by LADOT, in an interdepartmental correspondence letter dated September 7, 2022 and attached to the subject case file, the Transportation Assessment prepared by KOA, a transportation engineering and mobility planning firm, reports in detail, how the project's transportation impacts will have less than significant VMT and ADT impacts.

Noise. With regards to noise, Luz Entitlement Services, LLC prepared a Noise Analysis for the project on August 2022. The purpose of the study is to analyze the project's noise impacts related to both temporary construction activity and long-term operation of the project. The subject property is located in a highly urbanized area, approximately 2.5 miles northeast of downtown Los Angeles. The land use and zoning surrounding the subject site reflects a mix of multi-family uses and park space.

As part of the analyses, Luz Entitlement Services, LLC used short-term noise measurement samples near the project site to determine the ambient noise conditions of the neighborhood near sensitive receptors. Noise levels are consistent with General Plan Noise Element guidelines for residential neighborhoods but are influenced by vehicle traffic on local streets or nearby arterials.

Additionally, the project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Noise Analysis prepared by Luz Entitlement Services, LLC dated August 2022, and attached to the subject environmental case file, as the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. Any noise arising from the construction of the project would be temporary in nature, would cease upon project completion, and are less than significant. Compliance with the applicable City ordinances and regulations will further limit the impacts of temporary construction noise.

The project will not generate permanent significant operational noise impacts. Thus, the project will not result in any significant permanent effects relating to noise.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2016 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project will not

conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Furthermore, as a mixed-use development, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2020.4.0 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the Air Quality Analysis completed for the project by Luz Entitlement Services, LLC in August 2022 and attached to the subject environmental case file, the levels of emissions from the project are all projected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines (the report provides the full analysis and the CalEEMod output report dated August 2022 and attached to the subject environmental case file provides the air quality modeling results). Potential impacts related to air quality from such a project will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality. The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and heavily developed residential neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70. The project will be subject to Regulatory Compliance Measures and Best Management Practices, which will ensure that stormwater runoff meets the established water quality standards and waste discharge requirements and that the project does not have any significant impacts on water quality. Therefore, development of the proposed project would not degrade the quality of

stormwater runoff from the site and would not result in any significant effects relating to water quality.

Moreover, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB), 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded, or 3) increase surface water runoff, resulting in the need for expanded off site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements. Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure. Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently developed with a 42-stall automobile parking lot which serves the adjacent parcel, currently developed with a residential care facility and is in a highly urbanized area served by existing public utilities and services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's Northeast Division and the LA Fire Department's Central Bureau. These utilities and public services have continuously served the neighborhood for several decades.

The requested entitlement is for the construction, use and maintenance of a new 7-story density bonus apartment building with 184 residential units above 2 levels of automobile parking. As the project is located in a central, established, and relatively dense area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Furthermore, the project must comply with all City Regulatory Compliance Measures (RCMs) that apply. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in “CEQA Guidelines” Section 15300.2 and determined that none of the exceptions apply to the proposed project.

- (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 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.**

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats.

Moreover, based on a review of the data reported on the Department of City Planning's ZIMAS for the subject property, the site is not located within an Airport Hazard Area, Coastal Zone, Very High Fire Severity Zone, Methane Hazard Area, Flood Zone, High Wind Velocity Area, Landslide Zone, or Preliminary Fault Rupture Study Area. According to ZIMAS, the project is located within a Special Grading Area which will require the project to undergo review and approval by the Los Angeles Bureau of Engineering-Grading. As such, exception (a) does not apply.

- (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.**

This exception does not apply to the proposed project. The requested entitlement is for the construction, use and maintenance of a new 7-story density bonus apartment building with 184 residential units above 2 levels of automobile parking in an area previously developed and surrounded by residential and open space uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated, and thus will not result in a cumulative impact. Further, there is insufficient evidence to conclude that the proposed project will be under construction at the same time as projects within the vicinity. Thus, exception (b) does not apply.

- (c) **Significant Effect. 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.**

The proposed project is for the construction, use and maintenance of a new 7-story density bonus apartment building with 184 residential units above 2 levels of automobile

parking in an area zoned and designated for residential uses and with land use entitlement requests for such development. Properties in the vicinity are developed with multi-family structures and open space. There are no special districts or other known circumstances that indicate a special or sensitive surrounding environment. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (d) Scenic Highways. 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.**

Based on a review of the California Scenic Highway Mapping System (http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/), subject site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

- (e) Hazardous Waste Sites. 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.**

Based on a review of the California Department of Toxic Substances Control "Envirostor Database" (<http://www.envirostor.dtsc.ca.gov/public/>), no known hazardous waste sites are located on the project site. In addition, there is no evidence of historic or current use, or disposal of hazardous or toxic materials at this location. The project is not listed on any hazardous materials list identified in California Government Code Section 65962.5. Based on this, the project will not result in a significant effect due to hazardous waste.

Additionally, the project site is not located within Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. There are also no oil wells, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply.

- (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 site is located within Northeast Community Plan. SurveyLA conducted a Historic Resources Survey Report for the Northeast Community Plan Area that identified potential historic residential and commercial properties.

An Historical Resource Technical Report was prepared by Teresa Grimes, and dated July 2022, which concluded that no historical resource would be demolished as part of

the project. The project does not involve the relocation of any historical resources, and the project does not involve conversion, rehabilitation, or alteration of any historical resources. In conclusion, the project does not meet City CEQA thresholds for impacts on historical resources.

Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CONCLUSION

The proposed project is for the construction, use and maintenance of a new 7-story density bonus apartment building with 184 residential units above 2 levels of automobile parking in an area zoned and designated for residential uses on a 50,656.5 square foot lot. The project is consistent with the surrounding developments (which primarily consists of established residential and open space uses), is permitted by the DB Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is located in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services. Thus, in conjunction with RCMs and compliance with other applicable regulations, the project will not result in a significant impact.

In addition, as the project is in an urbanized area, it is not in 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, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not 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 Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.