

COUNTY CLERK'S USE

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**NOTICE OF EXEMPTION**  
(PRC Section 21152; CEQA Guidelines 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) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS  
DIR-2020-6816-TOC-HCA / Transit Oriented Communities

LEAD CITY AGENCY  
**City of Los Angeles (Department of City Planning)**

CASE NUMBER  
ENV-2020-6817-CE

PROJECT TITLE  
N. A.

COUNCIL DISTRICT  
13 – O'Farrell

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)  
**139 South Occidental Boulevard**

Map attached.

PROJECT DESCRIPTION:  
Transit Oriented Communities project to construct a new 74-unit multi-family structure, reserving six (6) units for Extremely Low Income Households over six (6) stories, and automobile parking on one subterranean and one ground-floor level.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:  
**Thomas Giordano, Spudland, LLC**

CONTACT PERSON (If different from Applicant/Owner above)  
**Matthew Hayden, Hayden Planning**

(AREA CODE) TELEPHONE NUMBER | EXT.  
(310) 614-2964

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)  
STATE CEQA STATUTE & GUIDELINES

STATUTORY EXEMPTION(S)  
Public Resources Code Section(s) \_\_\_\_\_

CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)  
CEQA Guideline Section(s) / Class(es) 15332

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )  
\_\_\_\_\_

JUSTIFICATION FOR PROJECT EXEMPTION:  Additional page(s) attached  
In-fill development meeting the conditions described in CEQA Guidelines 15332: (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.  
 None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.  
 The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.  
If different from the applicant, the identity of the person undertaking the project.

**CITY STAFF USE ONLY:**

CITY STAFF NAME AND SIGNATURE Kevin Golden	STAFF TITLE City Planner	
ENTITLEMENTS APPROVED TOC / Transit Oriented Communities		
FEE: \$5,774.00	RECEIPT NO. 0104000785	REC'D. BY (DCP DSC STAFF NAME) Anacany Hurtado

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

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**EXECUTIVE OFFICES**

200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801  
(213) 978-1271

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DEPUTY DIRECTOR

VACANT  
DEPUTY DIRECTOR

March 10, 2021

c/o Thomas Giordano (O/A)  
Spudland, LLC  
5900 Wilshire Blvd., Suite. 500  
Los Angeles, CA 90036

Matthew Hayden (R)  
Hayden Planning  
10100 Venice Blvd.  
Los Angeles, CA 90057

c/o Douglas Kim (Env. Consultant)  
DKA Planning  
20445 Prospect Road., Suite. C  
San Jose, CA 95129

RE: Case No. DIR-2020-6816-TOC-HCA  
Address: 139 South Occidental Boulevard  
Planning Area: Westlake  
Zone : R4-1  
D. M. : 1365A201  
C. D. : 13 – O'Farrell  
CEQA : ENV-2020-6817-CE

**RE: ENV-2020-6817-CE (Categorical Exemption - Class 32)**

The requested entitlement is for the construction of a new 6-story, 74-unit apartment building on one parcel comprised of one lot, under the Transit Oriented Communities (TOC) Affordable Housing Incentive program. Pursuant to the TOC Guidelines, the applicant is proposing to utilize Base Incentives for density, floor area ratio (FAR), and parking and three Additional Incentives for (1) a 25% reduction in north side yard setback; (2) a 25% reduction in rear yard setback; and (3) a 20% reduction in Open Space. The building is proposed to be 69 feet 4 inches (at its highest point), built to six stories and two roof decks. Of the 74 units proposed, 65 will be one-bedroom units and 9 will be two-bedroom units. Six (6) of the units will be set aside as Extremely Low Income (ELI) units. The project proposes one level of at-grade parking and one level of subterranean parking containing 79 automobile parking spaces and 64 bicycle stalls.

The project site consists of one level, rectangular-shaped interior parcel measuring approximately 19,577 square feet (0.43 acre). The property is currently vacant. The project fronts on the west side of Occidental Boulevard for approximately 117.55 feet. Approximately 5,900 cubic yards of

soil and debris will be exported. The subject property does not contain any of the protected tree species per Los Angeles City ordinance, including five listed species and all species of oak trees. 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 two (2) miles northwest of downtown Los Angeles. The subject site located along Occidental Boulevard. The land use and zoning surrounding the subject site reflects a mix of single-family, multi-family, and commercial uses (zoned R4-1, R3-1, C2-1, and [Q]C1.5-1). Therefore, the subject site is substantially surrounded by urban uses. The entire site is surrounded by R4-zoned properties that are improved with multi-family residential land uses. The subject property is located approximately 730 feet from 3<sup>rd</sup> Street and approximately 380 feet from Beverly Boulevard. Properties along both of these major thoroughfares are zoned C2-1 and R4-1 and, improved with neighborhood serving commercial uses and high-density multi-family residential. There are multiple major bus routes running along 3<sup>rd</sup> Street and Beverly Boulevard; several local busses serve the 3<sup>rd</sup> Street and Occidental Boulevard stop, which is approximately less than 300 feet from the subject property.

The project site is located within the Los Angeles State Enterprise Zone, a Special Grading Area (BOE Basic Grid Map A-13372), a Methane Zone, and is subject to a 10-foot Building Line established by Ordinance No. 129,279. The project proposes the grading and export of more than 1,000 cubic yards, 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 establish 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 Westlake 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 High Medium Residential, with corresponding zone of R4. The subject property is zoned R4-1, and is thus consistent with the existing land use designation. The project site is not within the boundaries of any other specific plan or interim control ordinance.

The project proposes the construction of a new six-story residential building with a maximum of 69 feet 4 inches in height (at its highest) and with 74 residential units. The subject property is in a designated Tier 1 TOC area; through Base Incentives, the TOC Guidelines allow for Tier 1 properties up to a 50 percent increase in density, up to a 40% increase in FAR, and a reduction in parking requirements in exchange for providing a certain percentage of affordable housing units. The project utilizes and meets the requirements of these Base Incentives. Additionally, the applicant is requesting three Additional Incentives: (1) a 25% reduction in north side yard setback; (2) a 25% reduction in rear yard setback; and (3) a 20% reduction in Open Space. Based on the designated TOC Tier and percentage of affordable units, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, 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:**

The project site is located in the Westlake Community Plan area within Los Angeles city limits. The project site encompasses approximately 19,577 square feet of total lot area (approximately 0.43 acre). The site is in a built-up and previously developed area. The land use and zoning surrounding the subject site reflects a mix of single-family, multi-family, and commercial uses (zoned R4-1, R3-1, C2-1, and [Q]C1.5-1). 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 Westlake Community Plan area. The project site is in an established neighborhood that has long been developed with urban residential uses and structures. There are no protected trees on the site or on the project's public right-of-way, therefore the project site is unlikely to provide any valuable habitat. The addition of any street tree is subject to the review from 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 project site is approximately 0.43 acres. The project involves the construction, use, and maintenance of a new six-story residential building with two roof decks, one level of at grade parking, and one level of subterranean parking containing 79 automobile parking spaces. Additionally, 64 bicycle parking spaces are proposed. The proposed project will result in a net increase of 74 residential units.

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation assessment prepared by Gibson Transportation Consulting, Inc., dated February 2021, for the proposed project. In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a vehicle miles traveled (VMT) analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

In a letter dated March 18, 2021, LADOT stated that to comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. Parking Requirements The project would provide parking for 70 vehicles and 64 bicycles onsite. The applicant should check with the Departments of Building and Safety and City Planning on the number of parking spaces required for this project within a TOC Tier 1.
2. Highway Dedication and Street Widening Requirements Per the Mobility Element of the General Plan, Occidental Boulevard, a Local Street, would require an 18-foot half-width roadway within a 30-foot half-width right-of-way. The applicant should check with the Bureau of Engineering's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project
3. Project Access and Circulation The conceptual site plan for the project (see Attachment A) is acceptable to LADOT. The project would be accessed via a full-access driveway along Occidental Boulevard. Separate access points will be provided for pedestrians and bicycles. Review of this study does not constitute approval of the dimensions for any new proposed driveway. Review and approval of the driveway should be coordinated with LADOT's Citywide Planning Coordination Section (201 North Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact LADOT for driveway width and internal circulation requirements prior to the

commencement of building or parking layout design. The applicant should check with City Planning regarding the project's driveway placement and design.

4. **Worksite Traffic Control Requirements** LADOT recommends that a construction work site traffic control plan be submitted to LADOT's Citywide Temporary Traffic Control Section or Permit Plan Review Section for review and approval prior to the start of any construction work. Refer to <http://ladot.lacity.org/businesses/temporary-traffic-control-plans> to determine which section to coordinate review of the work site traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. LADOT also recommends that all construction related truck traffic be restricted to off-peak hours to the extent feasible. Susan Jimenez -4-March 18, 2021
5. **TDM Ordinance Requirements** The TDM Ordinance (LAMC 12.26 J) is currently being updated. The updated ordinance, which is currently progressing through the City's approval process, will:
  - Expand the reach and application of TDM strategies to more land uses and neighborhoods,
  - Rely on a broader range of strategies that can be updated to keep pace with technology, and
  - Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context. Although not yet adopted, LADOT recommends that the applicant be subject to the terms of the proposed TDM Ordinance update which is expected to be completed prior to the anticipated construction of this project, if approved.
6. **Development Review Fees** Section 19.15 of the LAMC identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

**Noise.** In regards to noise, DKA Planning prepared a Noise Analysis for the project on September 2020. 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. Developments within the vicinity consist primarily of multi-family dwellings and commercial uses. The nearest sensitive receptors to the project site are the adjacent multi-family residential uses to the north, south, west, and 120 feet east of the project site.

As part of the analyses, DKS took short-term noise measurements 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 DKA in September, 2020 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 2012 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 result in a net increase of 74 residential units and will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Furthermore, as a residential development with 74 residential units, 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 2016.3.2 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 DKA in September, 2020 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 September 2020 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 residential uses 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 Central Bureau, Rampart Division and the Central Bureau Fire Department. These utilities and public services have continuously served the neighborhood for several decades.

The project consists of the new construction of a residential building with 36 apartment units. 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, Farmland Area, Flood Area, High Wind Velocity Area, Oil Well Area, Liquefaction Zone, Landslide Zone, Very High Fire Hazard Severity Zone, or Preliminary Fault Rupture Study Area. According to ZIMAS, the project is located within a Methane Zone and a Special Grading Area which will require the project to undergo review and approval by the Los Angeles Bureau of Engineering-Grading. According to ZIMAS, the

project site is not located within the Alquist-Priolo Fault Zone but indicates that the site is located within 1.40 km from the nearest known fault (Puente Hills Blind Thrust). 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 project involves the construction of a residential building with 74 residential units in an area previously developed and surrounded by residential and commercial 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 project proposes to construct a new, residential use development with 36 units 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 and commercial structures. 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/](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 Westlake Community Plan. SurveyLA conducted a Historic Resources Survey Report for the Westlake Community Plan Area that identified potential historic residential and commercial properties.

The project site is currently vacant. 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 involves the construction of a new six story and roof decks, 69 feet 4 inches (at its highest point) residential building with 74 residential units on one parcel comprised of one lot encompassing approximately 19,557 square feet of lot area. The project is consistent with the surrounding developments (which primarily consists of established residential and commercial uses), is permitted by the TOC 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.