

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-2020-350-TOC-HCA / Transit Oriented Communities &amp; Housing Crisis Act

## LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

## CASE NUMBER

ENV-2020-351-CE

## PROJECT TITLE

933 Admore Apartments

## COUNCIL DISTRICT

10 – Ridley-Thomas

## PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

927-933 South Ardmore Avenue

☐ Map attached.

## PROJECT DESCRIPTION:

54-unit apartment building, reserving six (6) units for Extremely Low-Income Households

☐ Additional page(s) attached.

## NAME OF APPLICANT / OWNER:

Alex Kim (A/O)

## CONTACT PERSON (If different from Applicant/Owner above)

Bill Robinson (R)

## (AREA CODE) TELEPHONE NUMBER

(213) 999-6711

## EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

## STATE CEQA STATUTE &amp; 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) Section 15332 Class 32 (Urban In-Fill Development)☐ 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

Class 32 – (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

☒ 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

Adrineh Melkonian

*Adrineh Melkonian*

## STAFF TITLE

City Planning Associate

## ENTITLEMENTS APPROVED

TOC Affordable Housing Incentive Program Review – See Case # DIR-2020-350-TOC

## FEE:

\$5,774.00 + surcharges

## RECEIPT NO.

0302172800

## REC'D. BY (DCP DSC STAFF NAME)

Henderson, Denzel

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

**CITY PLANNING COMMISSION**

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DEPUTY DIRECTOR

VACANT  
DEPUTY DIRECTOR

## JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2020-351-CE

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The Director of Planning has determined that based on the whole of the administrative record, that the project is exempt from CEQA pursuant to CEQA Guidelines, Section 15332, Class 32 In-Fill Development Projects, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

- 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.

The proposed project is for the construction, use, and maintenance of a seven-story residential structure over one level of subterranean parking garage, containing 54 dwelling units, including six (6) units reserve for Extremely Low Income Households and 48 market-rate units, two (2) of which are reserved for market rate RSO units. The building will be a maximum of 78 feet 6 inches, as measured from grade to the top of parapet, and contain approximately 42,507 square feet of floor area with a floor area ratio (FAR) of 4.5:1. The unit mix will be comprised of 19 studio units, 26 one-bedroom units, and nine (9) two-bedroom units. The project will provide 50 vehicular parking spaces located at grade and within one level of subterranean parking garage. The project will also provide 45 long-term and 4 short-term bicycle parking spaces. The project will provide a total of 4,617 square feet of open space, including 2,731.90 square feet roof decks, 935.10 square feet of common indoor community area and gym, and 950 square feet of private balconies. The project proposes the removal of one (1) Street Tree to be replaced with one (1) new Street Tree. The project proposes grading of 7,500 cubic yards of earth and exporting approximately 7,000 cubic yards of earth.

The site is currently developed with a two (2)-story single-family dwelling built in 1922 and a multi-family built-in 1964. On June 19, 2020, the applicant submitted applications to Los Angeles Department of Building and Safety (LADBS) for a new seven (7)-story type IA/IIIA, 54-unit apartment building over one (1) level of subterranean and one (1) at grade level parking garages with six (6)

extremely low income-restricted units in TOC Tier 3 area (Permit #20010-10000-00602) and Temporary shoring for a new structure (Permit #20020-10000-00951).

The project is granted the following Base and Additional Incentives of the Transit Oriented Communities (TOC) Affordable Housing Incentive Program per Case No. DIR-2020-350-TOC:

- Base Incentives:
  - A 58% increase in density to allow 54 units in lieu of 34 base units.
  - A minimum of 50 automobile parking spaces required for a 54-unit residential development.
  - A 50% increase in floor area to allow 42,507 square feet in lieu of 28,350 square feet.
- Additional Incentives
  - Side Yard Setbacks. A reduction in the minimum northerly and southerly side yard setbacks to permit 7 feet, in lieu of 10 feet as otherwise required by LAMC Section 12.11 C.2.
  - Rear Yard Setback. A reduction to the westerly rear yard setback to permit a minimum of 13.3 feet, in lieu of the minimum 19 feet as otherwise required by LAMC Section 12.11 C.3.
  - Open Space. A 25-percent reduction in the usable open space to require a minimum of 4,219 square feet in lieu of the minimum 5,625 square feet as otherwise required by LAMC Section 12.21 G.2.

The project site is zoned R4-1 and designated for High Medium Residential land uses. The site is located within the City of Los Angeles Transit Priority Area and the Community Redevelopment Agency Los Angeles' (CRA/LA) Wilshire Center/ Koreatown Redevelopment area which does not regulate residential density. The site is not located in a historic district and is not identified as a historic resource. The site is located approximately 0.94 kilometers from the Puente Hills Blind Thrust Fault.

The project site is approximately 13,520.80 square feet in size, which would permit a base density of 34 dwelling units by right. The project proposes the construction of 54 dwelling units, which exceeds the maximum density. In addition, the proposed sides and rear yard setbacks and total usable open space are less than the minimum required by the Municipal Code. However, through the approval of the Director's Determination for the Base and Additional Incentives under the TOC Affordable Housing Incentive Program, the project would be consistent with the goals, objectives, and policies of the Community Plan and with the applicable zoning regulations.

The subject site is approximately 0.31 acres and located wholly within the City of Los Angeles. Properties in the immediate surrounding area are zoned R4-1 and developed with single and multi-family residential structures ranging from two to five stories in height and a vacant lot. Abutting property to the north is developed with a two (2)-story apartment building. Abutting property to the south is a vacant lot. Adjoining properties to the east across Ardmore Avenue are developed with two (2)-story and four (4)-story apartment building and a two (2)-story single-family dwelling. Abutting property to the west are developed with two (2)-story single-family dwellings. The site is also located approximately 600 feet from the Hobart Boulevard Early Education Center and Elementary School and approximately 100 feet from Seoul International Park Recreation Center and Playground. The subject site is located within a fully developed urban area. As such, the site does

not contain or have value as a habitat for endangered, rare or threatened species, and is not located adjacent to any habitat for endangered, rare or threatened species.

According to the Department of Transportation Referral Form signed and dated March 3, 2020, the project is not located within a Transportation Specific Plan Area and traffic study is not required for the proposed 54-unit apartment building. The project must comply with the City's Noise Ordinances No. 144,331 and 161,574 and any subsequent ordinances, which limits the emission or creation of noise levels. During construction of the proposed project, the applicant will be required to comply with the City's Noise Ordinance No. 161,574, which regulates noise from demolition and construction activities. Section 41.40 of the LAMC 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 Saturday. All such activities are also prohibited on Sundays and all federal holidays. 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. The project would not result in any significant construction noise impacts with the implementation of the City's Noise Ordinances and regulations.

The building construction phase includes the construction of the proposed building on the subject property, connection of utilities, laying irrigation for landscaping, architectural coatings, paving, and landscaping the subject property. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and foundation preparation would primarily generate PM<sub>2.5</sub> and PM<sub>10</sub> emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the project site) would primarily generate NO<sub>x</sub> emissions. The application of architectural coatings would result primarily in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

Appropriate dust control measures would be implemented as part of the proposed project during each phase of development, as required by South Coast Air Quality Management District (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.

In addition, the project will not result in significant impacts related to air quality because it falls below the 80 dwelling unit interim air threshold that was developed by the Department of City Planning based on CalEEMod model runs relying on reasonable assumptions, consulting with SCAQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. Therefore, the proposed development would not have a significant impact on air quality.

Construction activities would not involve any significant excavation near an identified water source. In addition, the project will be required to comply with various regulatory requirements, which would reduce stormwater flows off-site. The project will comply with Chapter VI Article 4.4 of the LAMC, Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs) to reduce or prevent pollutant discharges. Under the conditions of a building permit for the project, the project applicant will be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a Stormwater Pollution Prevention Plan (SWPPP) for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. Therefore,

development of the proposed project would not degrade the quality of stormwater runoff from the site.

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 (SoCal) 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. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) exceptions which the City is required to consider before finding a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

At the preparation of this report, there are two (2) known discretionary projects of the same multi-family residential development type within 500 feet of the subject site. The proposed project may create environmental impacts on the surrounding area. However, the project is subject to Regulatory compliance Measures (RCMs) in the City of Los Angeles that regulate impacts related to air quality and construction and operational noise as previously mentioned. According to the Department of Transportation Referral Form signed and dated March 3, 2020, the project is not located within a Transportation Specific Plan Area and traffic study is not required for the proposed 54-unit apartment building. As such, the proposed project is not expected to result in cumulative impacts.

As mentioned, the project proposes a 54-unit multi-family residential building that is consistent with the zone and land use designation of the site, in conjunction with the approval of Base and Additional Incentives under the TOC Affordable Housing Incentive Program. Properties in the immediate surrounding area are zoned R4-1 and developed with single- and multi-family residential structures ranging from two to five stories in height and vacant. Abutting property to the north is developed with a two (2)-story apartment building. Abutting property to the south is a vacant lot. Adjoining properties to the east across Ardmore Avenue are developed with two (2)-story and four (4)-story apartment building and a two (2)-story single-family dwelling. Abutting property to the west are developed with two (2)-story single-family dwellings. The subject site is located within a fully developed urban area. As such, the site does not contain or have value as a habitat for endangered, rare or threatened species, and is not located adjacent to any habitat for endangered, rare or threatened species. The project proposes to remove one Street Tree located within the public right-of-way along Ardmore Avenue.

The proposed development is not unusual for the vicinity of the subject site and will be compatible with existing uses in the area. Neither the existing use on the site, nor the proposed use demonstrates any unusual circumstances, and the project will not generate significant traffic, air quality, or noise impacts. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. State Route 27 is located approximately 21 miles west of the subject property. Therefore, the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site.

As previously mentioned, the project site is located within the Community Redevelopment Agency Los Angeles' (CRA/LA) Wilshire Center/ Koreatown Redevelopment area. The Wilshire Center/Koreatown Redevelopment Project Area identifies the project site as not being a historic resource. The existing site has not been identified as a resource nor has it been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. 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.