

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-2021-2250-TOC-HCA / Transit Oriented Communities

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

CASE NUMBER
ENV-2021-2251-CE

PROJECT TITLE
511 Hoover

COUNCIL DISTRICT
13

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
511 North Hoover Street

Map attached

PROJECT DESCRIPTION:
Construction of a new six-story, residential building with 40 dwelling units. Of the 40 dwelling units, 4 units will be set aside for extremely low income households. The building will have a maximum height of 67 feet and will encompass 61,106 square feet in floor area. The building will provide 50 automobile parking spaces located within the subterranean parking garage. The project is requesting a Transit Oriented Communities entitlement and any additional actions including but not limited to, tree removal, demolition, grading, excavation of up to 8,533 cubic yards of dirt, haul route, and building permits.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:
Daniel Pourbaba, 511 Hoover LLC (A/O), Bertha A. Sandoval (O)

CONTACT PERSON (If different from Applicant/Owner above)
Aaron Belliston, BMR Enterprises

(AREA CODE) TELEPHONE NUMBER | EXT.
(310) 841-6857

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 (Class 32)
- OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

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.

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 David Woon 	STAFF TITLE Planning Assistant
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ENTITLEMENTS APPROVED
Transit Oriented Communities

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)
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**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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**CITY OF LOS ANGELES
CALIFORNIA**



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September 24, 2021

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511 North Hoover Street
Los Angeles, CA 90004

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BMR Enterprises
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RE: DIR-2021-2250-TOC-HCA
Related Cases: None
Address: 505 – 517 North Hoover Street
Community Plan: Wilshire
Zone: R3-1
Council District: 13 – O'Farrell
CEQA No.: ENV-2021-2251-CE

RE: ENV-2021-2251-CE (Categorical Exemption - Class 32)

The subject property is a 22,500 square-foot (0.52 acres), level site consisting of three lots with a frontage of approximately 150 feet along North Hoover Street, and a depth of approximately 150 feet in the Virgil Village neighborhood of East Hollywood. The property is currently developed with an office building and two single-family houses.

The project site is zoned R3-1 and is located within the Wilshire Community Plan with a General Plan Land Use Designation of Medium Residential. Additionally, the site is located within the Los Angeles State Enterprise Zone, a Transit Priority Area, a TOC Tier 3 area, an Urban Agriculture Incentive Zone, Special Grading Area, and is within 1.47 kilometers from the Upper Elysian Park fault zone.

The property site is located in an urbanized neighborhood bound by North Hoover Street to the east and single-family houses to the north, west, and south. North Hoover Street provides north-south street travel with a Metro "10" Local Bus Line stop located 350 feet from the project site. In addition, the Metro Vermont/Beverly Rail Line Station is located approximately 2,550 feet from the project site. Surrounding properties are predominantly developed with single- and multi-story residential buildings, commercial businesses, and a car repair center. Properties across North Hoover Street are zoned C1.5-1VL, RD2-1VL, and RD3-1VL and are developed with one-story commercial stores, single-family houses, and multi-family residential buildings. Properties north and south of the project site are zoned R3-1 and are developed with a mix of single- and multi-family residential buildings and commercial businesses. One block north, on Clinton Street, is a Los Angeles Department of Water and Power Distributing Station zoned PF-1XL. Further south is the Hollywood Freeway (U.S. Route 101) zoned PF-1XL. Properties west of the project site are zoned R2-1 and are predominately developed with single-family houses.

The proposed project involves the demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building. The proposed building will

encompass approximately 61,106 square feet of floor area resulting in a FAR of 3.79 to 1 and will rise to a maximum height of 67 feet. Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the applicant requests three Base Incentives and three Additional Incentives in exchange for reserving 10 percent, or four units, for Extremely Low Income Households. The Project will comprise of the following unit mix: 5 one-bedroom units; 1 two-bedroom unit; 8 three-bedroom units; and 26 five-bedroom units. The residential units will inhabit the six stories constructed above-grade and 50 residential parking spaces will be located within the subterranean parking garage. The Project will also provide a total of 44 bicycle parking spaces on-site: four short-term and 40 long-term. The long-term bicycle parking spaces will be located within an enclosed room in the subterranean parking garage and the short-term spaces will be located adjacent to the sidewalk fronting North Hoover Street. A total of 4,935 square feet will be dedicated to open space which includes a residential courtyard, recreation room, and common open space area on the ground-floor, a roof deck, and 16 private balconies.

The project is requesting the following discretionary actions:

1. Pursuant to LAMC Section 12.22 A.31, a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 40 dwelling units, including four dwelling units reserved for Extremely Low Income occupancy for a period of 55 years, with following Base and Additional Incentives:
 - a. Base Incentives
 - i. Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
 - ii. Increase in Floor Area Ratio (FAR) by up to 50 percent to allow a FAR of up to 4.5:1, in lieu of 3:1 required by LAMC Section 12.21.1 A; and
 - iii. Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces required by LAMC Section 12.21 A.4.
 - b. Additional Incentives
 - i. A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet and 6 inches and a northern side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet required by LAMC Section 12.10 C;
 - ii. A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu of 6,575 square feet required by LAMC Section 12.21 G; and
 - iii. An increase in height two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu of 45 feet required by LAMC Section 12.21.1.
2. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 8,533 cubic yards of dirt will be exported), haul route, on-site tree removal (25 non-protected trees; and building permits.

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 which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorical Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

1. A project qualifies for a Class 32 Categorical Exemption if 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.

(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 proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Wilshire Community Plan Map designates the property for Medium Residential land uses with the corresponding zone R3. The project site is zoned R3-1 and is thus consistent with the land use designation. The project will provide 40 dwelling units with 10 percent of the units set aside for Extremely Low Income Households.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Wilshire Community Plan and Framework Element as described below.

Objective 1-1 Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.

The Project proposes the construction of 40 new residential units in the Virgil Village neighborhood, contributing to an increase in the community's housing supply. The Project will intensify the existing utilization of the property by replacing one office building and two single-family houses with a six-story multi-family residential building. Amenities include common open space areas on the ground and roof floors for residents to relax and socialize, private balconies, and bicycle parking.

The Project will be compatible with the surroundings properties developed within the neighborhood and along North Hoover Street, contributing to the variety of single- and multi-family buildings, commercial businesses, and community-serving amenities. In addition, the Project will provide a safe and high-quality residential environment that accounts for households of different income-level and size. The Project will provide mixed-income housing, reserving 10 percent of the total units proposed for Extremely Low Income Households and the remaining offered at market-rate. The Project will provide a unit mix that accommodates different household sizes with units ranging one-bedroom to five-bedroom apartments. Additionally, the Project will activate the front yard facing North Hoover Street with private balcony and landscaped space. These features enhance the comfort and transparency along the corridor. Therefore, the Project will provide a safe and high quality environment with the development of more housing in neighborhood.

Objective 1-2 Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major transportation centers.

The proposed housing development will be located within one-half mile of the Metro Vermont/Beverly Rail Line Station, which functions as a rail stop for the Metro "B" Line connecting

riders to communities between Downtown Los Angeles and North Hollywood. In addition, the Metro “10” Local Bus Line also services the project site with a bus stop located approximately 350 feet. Proximity to public transit provides residents increased accessibility to major job centers, commercial districts, and essential services, while reducing automobile dependency.

The project site is also located within close proximity to numerous commercial corridors, including Virgil Avenue, Vermont Avenue, Temple Street, and Beverly Boulevard. These corridors are developed with a mix of low- and mid-rise buildings occupied by commercial businesses, offices, schools, and public utilities and are utilized by multiple public transit lines. The project’s proximity to various land uses and transit infrastructure contribute to the reduction in vehicular traffic in the neighborhood.

Upon completion, the Project will provide a total of 44 bicycle parking spaces for residents. The installation of bicycle parking encourages multi-modal transportation within the community, providing community members increased access to essential goods, services, and jobs. As such, the Project’s proximity to public transit, commercial centers, and bicycle infrastructure promotes the reduction of vehicular trips and congestion.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan’s Housing Element as described below.

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;

Policy 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.

The proposed project will intensify the use of the subject property by contributing to a net increase of 38 dwelling units in the Virgil Village neighborhood. The Project will be compatible with the surrounding properties as it will integrate new housing opportunities with the mix of residential and commercial uses established in the vicinity as well as complement the surrounding public and active transportation infrastructure. The project site is within close proximity to numerous markets, restaurants, schools, parks, and other community amenities along mixed-use corridors such as North Hoover Street, Virgil Avenue, Vermont Avenue, and Beverly Boulevard. Additionally, Metro bus, rail, and bikeshare stations are located within one-half mile of the project site, providing the community increased accessibility to major job centers, commercial districts, and essential services. As such, the proposed project will expand housing opportunities within a transit-rich and mixed-use community.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan’s Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 2.3 Pedestrian Infrastructure

Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The Project promotes a pedestrian-oriented environment given its proximity to major job centers, commercial districts, and community-serving amenities. Within one-half mile residents can access these resources by walking, biking, or connecting to nearby public transit lines. As a result, the Project promotes active transportation as a sustainable alternative to driving.

The Project will feature a landscaped parkway with two newly planted trees to create a more attractive and comfortable pedestrian experience. The parkway will function as a buffer for

pedestrians from traffic along North Hoover Street and the trees will provide relief in the form of shade. These design features support pedestrian-friendly environment.

Policy 5.4 Clean Fuels and Vehicles

Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project encourages the adoption of low and zero emission fuel sources with the installation of electric vehicle (EV) parking spaces and setting aside portions of the roof for a solar zone area. Of the 50 residential parking spaces provided in the Project's subterranean garage, 15 will be designated EV spaces. In compliance with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, the project will meet the mandatory requirements for solar ready buildings as outlined in the California Energy Code. As such, the project promotes clean and renewable energy infrastructure with the construction of the six-story residential building.

As detailed above, the Project substantially conforms with the goals and policies of the Wilshire Community Plan, the General Plan's Housing Element, and the Mobility Plan 2035.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.52 acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of low- and mid-rise development including residential, commercial, office, and school uses. South of the project site is the Hollywood Freeway (U.S. Route 101). The proposed project will be consistent with the developments in the area, in compliance with subsection b.

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

The project site is located in an established and long-urbanized area within the Wilshire Community Plan area. The subject property is currently developed with an existing office building and two single-family houses. The project site is located within the Virgil Village neighborhood developed predominantly of residential uses. Surrounding the neighborhood are other highly urbanized neighborhoods developed with residential, commercial, office, school, and public facilities uses. Although the demolition of the subject property to construct the proposed six-story residential development will remove 25 non-protected trees, the project site is not within or near any listed significant ecological areas. Due to the project's existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. 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:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The Project proposes the demolition of the existing office building and two single-family houses and proposes the construction of a new six-story apartment building with 40 residential units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. A letter from LADOT dated July 16, 2020, stated that the proposed 40-unit multi-family development will not require a Transportation Study

Assessment Referral Form as the Project will not trigger a transportation analysis. As a result, the project will not have a significant impact relating to traffic.

Noise:

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 112.02 of the LAMC prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level by more than 5 dba within the premises of other occupied properties such as residential buildings. 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 Study prepared by Yorke Engineering, LLC dated September 2020 and attached to the subject environmental case file, as the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. All construction noises will be short-term and temporary. Noise arising from construction activities and equipment are expected to be below the 75 dBA threshold at 50 feet from the noise source, with the exception of some activities intermittently and marginally exceeding the threshold. In such incidences, deflection barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings will be utilized to reduce noise levels by approximately 5 to 15 dBA. Since no intense percussive actions i.e. hard rock-breaking, large pile driving, are planned to occur on the project site, ground borne vibrations are expected to generate a minimal impact on surrounding properties. Compliance with the provisions set forth by LAMC Section 112.05 and other regulatory requirements governing construction hours and equipment will limit the noise impact of project-related construction activities. Therefore, construction noise impacts will be less than significant.

Furthermore, the Project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses, with on-site operational noise coming primarily from heating, ventilation, and air conditioning (HVAC) equipment installed on the rooftop. Additionally, the Project would be designed to maintain interior noise levels at or below the Community Noise Equivalent Level (CNEL). The project's proposed 40 residential units would not be expected to generate a substantial number of vehicle trips which could in turn generate additional noise. As such, the Project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, the Project will not result in any significant permanent effects relating to noise.

Air Quality:

An Air Quality Study evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared in September 2020. The study compares the potential construction and operations emissions of criteria pollutants associated with the Project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD and monitored the following emissions: ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}.

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 for the construction of 40 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter 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.

Furthermore, 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 Study* prepared by York Engineering, LLC and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigation (the report provides the full analysis). Therefore, potential impacts related to air quality from the Project will be less than significant.

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 developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project will also 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. Best Management Practices would also be required during general operation of the Project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. 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.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential and commercial uses which have been and will continue to be served by all required utilities and public 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 served the neighborhood for several decades and will continue to do so.

The project consists of the construction of 40 apartment units. As the project is located in an established and urbanized 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. As a result, the proposed project can be adequately served by all required utilities and public services.

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 effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized 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 projects, 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 would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

- (b) Cumulative Impact.** *The exception applies when, although a particular project may not have a significant impact, the 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 residential units in an urbanized area developed with a variety of established 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 analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality. Nonetheless, all future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

- (c) Significant Effect Due To Unusual Circumstances.** *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

This exception does not apply to the proposed project. The project site is comprised of approximately 22,500 square feet of lot area located in an urbanized area within the City of Los Angeles. The Project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by residential, commercial, and office buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this Project would reasonably result in a significant effect on the environment.

- (d) Scenic Highways.** *This exception applies when, although the project may otherwise be exempt, there may be 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.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. 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, therefore this exception does not apply.

- (e) Hazardous Waste Sites.** *Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The nearest LUST Cleanup site is located approximately 750 feet north of the project site and is developed with a Los Angeles Department of Water and Power Distributing Station. Since August 1998, the site has held a "closed" case status. Currently, there are no listed hazardous sites within the immediate vicinity of the project site. The subject property is currently developed with residential and office buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone or Methane Hazard Site as designated by the City of Los Angeles. The surrounding neighborhood is primarily established with residential and commercial uses, and hazardous waste and materials would not be expected 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 to this project.

- (f) Historical Resources.** *Projects that may cause a substantial adverse change in the significance of an historical resource.*

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the Project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the early-20th century and consists primarily of residential and commercial uses along North Hoover Street, with various commercial buildings, single- and multi-family structures on both sides. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive

neighborhood character. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed project involves the construction of a new six-story, residential development encompassing approximately 61,106 square feet. The Project will replace one existing office building and two single-family houses on the property. The Project is compatible with the surrounding residential and commercial properties, is permitted by the Transit Oriented Communities Affordable Housing Incentive Program, and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The Project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the neighborhood. Also, the Project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the Project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA