

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

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

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 4
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PROJECT TITLE APCSV-2017-894-ZC	LOG REFERENCE ENV-2017-895-CE
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PROJECT LOCATION
14719 – 14723 West Magnolia Blvd.

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:
Construction of a 3-story, 9-unit apartment building with one level subterranean parking

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

CONTACT PERSON Adam Moloudi & Simon Tolouie Moloudi	AREA CODE 310-251-1555	TELEPHONE NUMBER	EXT.
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EXEMPT STATUS: (Check One)

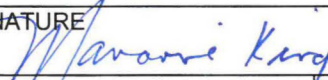
	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1

Class 32 Category _____ (City CEQA Guidelines)

OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.)

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

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

SIGNATURE 	TITLE City Planning Associate	DATE 9/15/17
FEE: \$2,280.00	RECEIPT NO. 0102094551	REC'D. BY Graciela Acosta
		DATE 3/7/17

8DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:

NAME (PRINTED)

SIGNATURE

DATE

**DEPARTMENT OF
CITY PLANNING**

CITY PLANNING COMMISSION

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RENEE DAKE WILSON
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ROCKY WILES
COMMISSION OFFICE MANAGER
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA



ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP
DIRECTOR
(213) 978-1271

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER
(213) 978-1272

LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274

<http://planning.lacity.org>

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2017-895-CE

On September 15, 2017, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article III, Section 1, Class 32, Case No. ENV-2017-895-CE.

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 project is the construction of a three-story, approximate 14,156 square-foot, 9-unit multi-family development, with a maximum height of 35 feet, and one level of subterranean parking. Vehicle access to the parking area will be provided from the alley. A main lobby entrance will be located along the Magnolia Boulevard frontage. The project will consist of two bedrooms/two-bath units. A total of 17 parking spaces and 15 bicycle spaces will be provided. One parking space (disabled van parking space) will be located at grade off at the rear of the site. The project includes new landscaping and approximately 1,300 square feet of an open space rooftop deck area.

The existing one-story, 2,000 square foot, three-unit residential triplex, built in 1949, will be demolished. There are no trees on site. An estimated 1,995 cubic yards of grading will occur (cut and export). The entitlement request is for a zone change from [Q]RD1.5-1 to [Q]R3-1. As the proposed 9-unit multi-family development will replace an existing 3-unit residential triplex on a multiple family zoned lot, the project is characterized as in-fill development, therefore the project qualifies for the Class 32 Categorical Exemption.

The site is zoned [Q]RD1.5-1 and has a General Plan Land Use Designation of Medium Residential with corresponding zone of R3. The "Q" Condition limits the height to 35 feet instead of 45 feet otherwise allowed under Height District 1. As shown in the case file, the project is

consistent with the applicable Van Nuys-North Sherman Oaks Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 6,914 square feet (less than one acre). The immediate area along Magnolia Boulevard is predominantly developed with multi-family buildings and zoned [Q]R3-1 and [Q]RD1.5-1. North of the site, properties are zoned R1-1 and developed with single family dwellings. The alley to the north of the site separates the multi-family and single family properties. The adjacent properties to the east and west are developed with multi-family buildings, one-story over parking at grade and three story over parking at grade, respectively. Properties across Magnolia Boulevard to the south, are mostly two-story multi-family buildings.

The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no trees on the site. There is a small street tree on the parkway in front of the site. No tree removal is proposed. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. The project will result in a net trip generation of 15 daily trips, thus it will not have any significant impacts to traffic. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the construction of a mixed-use commercial and residential development will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

Based on a review of databases including the City of Los Angeles Department of City Planning Zone Information Map Access System (ZIMAS) for nearby case approvals (<http://zimas.lacity.org/>), research reveals there were no other successive projects of the same type and in the same place as the subject project. As mentioned, the project proposes a multi-family development in an area zoned and designated for such development. The lots in the area are of level topography and developed with multi-family buildings of varied size and height. Most of the buildings are circa 1950 and 1980. The 1950's buildings are smaller and many have parking in front of the site. The 1980's buildings are larger/taller, generally cover multiple lots and have parking at grade under the building. The west adjoining multi-family building is a large 28-unit condo complex of three stories over parking at grade, therefore the subject project at three stories with one level of subterranean parking will be similar in scope to other existing and allowed development in the area.

Per ZIMAS, the site is located in an Airport Hazard Area (450 foot height limit above elevation 790), a Liquefaction Area and 6.4 kilometers from the Hollywood Fault. Specific Regulatory Compliance Measures in the City of Los Angeles regulate the construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. For example, Regulatory Compliance Measures (RCMs) include requirements that design and construction of the building must conform to the California Building Code. ZIMAS and the Environmental and Public Facility maps do not show any other special designation. These RCM's have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Thus, the location of the project will not result in a significant impact based on its location.

According to Appendix B of the City of Los Angeles Mobility Plan, the subject site is not designated as a Scenic Highway, nor are there any designated 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.

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 or proximate to the project site. In addition, there is no evidence of historic or current use, or disposal of hazardous or toxic materials at this location. Based on this, the project will not result in a significant effect due hazardous waste and this exception does not apply.

The project site has not been identified as a historic resource by local or state agencies, and the project site has not 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; and was not found to be a potential historic resource based on the City’s HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. 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.