

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)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 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-2025-6521-SPPC-VHCA

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

CASE NUMBER
ENV-2025-6522-CE

PROJECT TITLE
1900 North Rodney Drive

COUNCIL DISTRICT
CD 4 – Raman

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
1900 North Rodney Drive

Map attached.

PROJECT DESCRIPTION:

Additional page(s) attached.

The demolition of a two-story single-family dwelling and detached garage and two (2) detached accessory structures, and the construction, use and maintenance of a seven (7)-story residential building for a total of 17-units within Subarea A (Neighborhood Conservation) of the Vermont/Western Station Neighborhood Area Plan (SNAP) Specific Plan. There are no protected trees or shrubs on the project site. The proposed project includes a cut at 4,300 cubic yards and no fill. With a 25% swell factor, 5,375 cubic yards of earth material will be exported.

NAME OF APPLICANT / OWNER:

Joseph Sharaf (**Applicant / Owner**)

CONTACT PERSON (If different from Applicant/Owner above)

Daniel Ahadian, nūr - Development | Consulting (**Representative**)

(AREA CODE) TELEPHONE NUMBER | EXT.

(310) 339-7344

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) CEQA Guidelines Section 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:

Additional page(s) attached

The project is exempt because it involves the demolition of a two-story single-family dwelling and detached garage, and the construction, use and maintenance of a seven (7)-story residential building for a total of 17-units. None of the exceptions to the Categorical Exemption Under CEQA Guidelines Section 15300.2 applies to the proposed project. (a) Location: The project is not located within a hillside area and is not within the Santa Monica Mountains Zone, as analyzed in the Justification For Categorical Exemption Case No. ENV-2025-6522-CE, the subject site does not contain an officially mapped environmental resource of hazardous or critical concern. (b) Cumulative Impact: Per ZIMAS, the LADBS Haul Route Status Table, and Navigate LA, there are no concurrent approved or pending projects or haul routes within the same place of the project site. The proposed Project will not result in significant cumulative impacts from successive projects of the same type in the same place. (c) Significant Effect: The project will not have a significant effect on the environment due to unusual circumstances. Most adjacent lots are developed with multi-family structures, and the subject site is of similar size and slope to nearby properties. The project site is located in a typical urbanized area of the Hollywood Community Plan, and the project would be consistent with the designated zoning and would adhere to all requirements of the LAMC and the Vermont/Western SNAP, with the approval of State Density Bonus Program. The project is not unusual for the vicinity of the site, and is similar in scope to other existing residential uses in the area. Furthermore, there is not a reasonable possibility that the project would have a significant effect on the environment due to unusual circumstances. The project site is not located in the Very High Fire Hazard Severity Zone. (d) Scenic Highways: The project is not in the vicinity of a state scenic highway and will not damage scenic resources in a state scenic highway. (e) Hazardous Waste Sites: The project site is not on a list compiled pursuant to Government Code Section 65962.5 related to hazardous waste sites. (f) Historical Resources: Per ZIMAS, SurveyLA, and/or Historic Places LA, the project site is not identified or eligible as a historical resource. The project will not cause a substantial adverse change in the significance of a historical resource.

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project; no unusual circumstance is found.

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

Yamillet Brizuela *Yamillet Brizuela*

STAFF TITLE

City Planning Associate

ENTITLEMENTS APPROVED

Specific Plan Project Compliance

DISTRIBUTION: County Clerk, Agency Record **Rev. 9-17-2025**

Project Information

Date	November 20, 2025, revised January 21, 2026
Plans	Plans, FreelandBuck, November 6, 2025
Project Title	1900 N Rodney Ave
Document Type	Class 32 Categorical Exemption (CE) for In-Fill Development Projects
Environmental #	ENV-2025-6522-CE
Related Case #	EAR-2025-6520-DB-VHCA / DIR-2025-6521-SPPC-VHCA
Project Location	1900 N Rodney Ave, Los Angeles CA 90027
Lead Agency	City of Los Angeles, Los Angeles City Planning 200 N Spring Street, Los Angeles, CA 90012
Applicant	Joseph Sharaf 1900 N Rodney Ave, Los Angeles CA 90027
Prepared By	nur Corporation 864 S Robertson Blvd, 3 rd Floor, Los Angeles, CA 90035

Introduction

Project Description

The proposed project involves the demolition of an existing 104-year-old, 2,816-square-foot owner-occupied single-family dwelling and associated garage to facilitate the construction of a new multi-family residential development. The development features a 6-story, 86'-6" tall residential building providing 17 dwelling units, including a mix of 4 studios, 6 1-BR units, and 7 2-BR units. The project includes one level of subterranean parking containing 8 automobile stalls and 12 bicycle stalls located on the ground floor. In accordance with State Density Bonus provisions, 2 units (approximately 15% of the base density) are provided for Very Low-Income households.

Haul Route Request

To accommodate the subterranean parking level and building foundation, the project requires a Haul Route approval for the export of approximately 5,375 cubic yards of earth material within a Special Grading Area per BOE Basic Grid Map A-13372. This total includes a 25% swell factor. Total grading for the site is estimated at 4,300 cubic yards of cut and no fill. With swell, 5,375 cubic yards of soil will be exported, with Sunshine Canyon Landfill designated as the disposal site. A separate Haul

Route Application has been initiated to manage the logistics of this export in compliance with City requirements for projects exporting more than 1,000 cubic yards of soil.

According to data from NavigateLA¹, there are no active or pending Haul Route requests from other projects within 500 feet. While one project was previously issued a Haul Route approval, the project is built and received Certificate of Occupancy² in 2022.

Tree Disclosure

In accordance with LAMC Section 46.00, a Tree Disclosure Statement was prepared following a site visit conducted on August 24, 2025. The survey confirmed that the property does not contain any protected trees or shrubs as defined by Ordinance No. 186,873, such as Oak, Southern California Black Walnut, or Western Sycamore. While the project requires the removal of four non-protected on-site trees to accommodate the building footprint and utility equipment, it will preserve all existing trees. The project is conditioned to provide a total of 10 new street trees with an automatic irrigation system to enhance the public right-of-way.

Soils Approval Letter

The project's geotechnical feasibility is supported by the Soils Report Approval Letter issued by the LADBS Grading Division on August 1, 2025 (Log #136227). The Department reviewed the underlying soils report and laboratory testing, which identified the earth materials as alluvial deposits. Although the site is located within a designated liquefaction hazard zone, the report was found acceptable provided that all construction derives support from native undisturbed soils or properly placed fill as recommended. The project will comply with all 42 conditions outlined in the approval letter, including shoring monitoring and specific seismic design parameters for Site Class D.

CEQA Section 15332

Categorical Exemption Class 32 for In-Fill Development Projects

CEQA, or the California Environmental Quality Act, is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. Categorical Exemptions are descriptions of types of projects which the Secretary of the Resources Agency of the State of California has determined do not have a significant effect on the environment, and therefore are not subject to further environmental review under CEQA.

The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. To qualify for the exemption, it must be demonstrated that the proposed project can meet the five prescribed findings. Below is a list of the five prescribed findings and how the proposed project complies with each of them.

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 Los Angeles General Plan sets forth goals, objectives and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing and

¹ See NavigateLA Haul Route

² See Certificate of Occupancy related to permit 19010-10000-02142

Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

The proposed project substantially conforms with the purpose, intent and provisions of the General Plan and Hollywood Community Plan. The General Plan, which includes the Housing Element and Land Use Element, encourages multi-family projects with affordable housing uses along transit corridors. As a result, the proposed project is desirable because it provides residential units on a residentially zoned property that can support such land uses and nearby transit.

By proposing a high-quality, well-designed multi-family project with 17 residential units, 2 units of which will be affordable for Very Low Income households in an area zoned for such a development, the proposed project meets various goals and objectives of the Housing Element 2021-2029.

The project is in compliance with the following Elements of the General Plan: Framework Element, Housing Element, Mobility Element and the Land Use Element via the Hollywood Community Plan.

Framework Element

The Citywide General Plan Framework Element is a guide for communities to implement growth and development policies by providing a comprehensive long-range view of the City as a whole. The Element establishes categories of land use that are broadly described by ranges of intensity/density, heights, and lists of typical uses. The definitions reflect a range of land use possibilities found in the City's already diverse urban, suburban, and rural land use patterns. The Citywide General Plan Framework text defines policies related to growth and includes policies for land use, housing, urban form/neighborhood design, open space/conservation, economic development, transportation, and infrastructure/public services. The proposed project would be in conformance with the following goals of the Framework as described below.

Chapter 3: Land Use

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.

Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.

Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.

Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.

Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

Policy 3.4.1: Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance with the Framework Long-Range Land Use Diagram.

Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

Policy 3.7.4: Improve the quality of new multifamily dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.

Objective 3.9: Reinforce existing and encourage new community centers, which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood and community activity, are compatible with adjacent neighborhoods, and are developed to be desirable places in which to live, work and visit, both in daytime and nighttime.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Chapter 4: Housing Chapter

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher density developments and surrounding lower density residential neighborhoods.

Policy 4.2.1: Offer incentives to include housing for very low- and low-income households in mixed-use developments.

Chapter 5: Urban Form and Neighborhood Design Chapter

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Chapter 7: Economic Development

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to

transportation, to accommodate future population growth and enable a reasonable portion of the City's work force to both live and work in the City.

Policy 7.9.1: *Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.*

Policy 7.9.2: *Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.*

The Framework Element establishes land use categories whose locations are depicted on the Long-Range Land Use Diagram. These categories are broadly described by ranges of intensity, density, height, and use. The project site is within the Hollywood Community Plan with the land use designation of Medium Residential. Neighborhoods within these land use designations typically contain a mix of multi-family uses and single family dwellings.

The proposed project involves the construction of a 6-story, multi-family project that includes 17 dwelling units. The multi-family portion would result in a net increase in housing, including affordable housing for Very Low-Income Households in the Hollywood Community Plan area, which would help meet the anticipated growth in demand for housing within the area and the City. The project proposes the development of infill multi-family development within an existing urbanized setting with a diversity of land uses, is within an area well-served by existing transit routes and would provide bicycle parking spaces in compliance with the LAMC's requirements. As a result, this will reduce car dependency for trips and contribute to greater quality of life and air quality. This serves to create a vibrant pedestrian experience that enhances the surrounding community.

The project site is near several transit options that will serve future residents and visitors while aligning with the City's overall objective of encouraging multi-family housing near transit, including the Metro 182, 204, 206, 217, 754, 180, 2, some DASH lines as well the Metro B Line, which qualifies the subject site as being within ½ a mile from a Major Transit Stop. The site is 2,638 feet away from said intersection.

The buses and trains mentioned above provide access to many areas within the city. The proposed project will not only concentrate multi-family development near existing transit stops but will provide opportunities to increase the amount of pedestrian activity. By increasing density for Angelenos near major transit stops, the proposed project would be consistent with the Framework Element.

Housing Element

The Regional Housing Needs Assessment (RHNA) is the State required process to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. For this current Housing Element 6th cycle (2021-2029), the regional Southern California Association of Governments (SCAG) issued a target of 456,643 housing units for the entire City of Los Angeles, of which 184,721 units (40%) are designated for very low-and low-income households.

When the City submitted their Housing Element to the California Department of Housing and Community Development (HCD) for approval in February of 2022, HCD rejected it³. HCD informed the City that it must re-zone more quickly to comply with stricter state laws that are

³California Department of Housing and Community Development, <https://planning.lacity.org/documentf058cf1b-ce3a-4e10-ad079972e24585e2/HCDcommentLetter.pdf>

aimed at more development across California. Under the ruling, the city must rezone for 255,000 new homes by mid-October, instead of over the next three years. Accordingly, the Department of City Planning and the Los Angeles Housing Department worked together to address the feedback received from HCD and to prepare targeted amendments to address the new Affirmatively Furthering Fair Housing (AFFH) requirements.

The Los Angeles City Council adopted the targeted amendments to the 2021-2029 Housing Element (approved on June 14, 2022 via Council File No. 21-1230-S1). The amended Housing Element was provided to HCD immediately after its adoption for review and certification⁴. On June 29, 2022, HCD confirmed that the amended Housing Element is in full compliance with State Housing Element Law⁵.

The Housing Element identified five primary goals that would guide the Element:

Goal 1: A City where housing production results in an ample supply of housing to create more equitable and affordable portions that meet existing and projected needs.

Objective 1.1: forecast and plan for existing and projected housing needs over time with the intention of furthering Citywide Housing Priorities.

Goal 2: A City that preserves and enhances the quality of housing and provides greater housing stability for households of all income levels.

Objective 1.2: facilitate the production of housing, especially projects that include Affordable Housing and/or meet Citywide Housing Priorities

Goal 3: A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos.

Objective 3.2: Promote environmentally sustainable buildings and land use patterns that support a mix of uses, housing for various income levels and provide access to jobs, amenities, services and transportation options.

Goal 4: A City that fosters racially and socially inclusive neighborhoods and corrects the harms of historic racial, ethnic, and social discrimination of the past and present.

Objective 4.1 ensure that housing opportunities are accessible to all residents without discrimination on the basis of race, color, ancestry, sex, national origin, color, religion, sexual orientation, gender identity, marital status, immigration status, family status, age, intellectual, developmental, and physical disability, source of income and student status or other arbitrary reason.

Goal 5: A City that is committed to preventing and ending homelessness.

Objective 4.2 promote outreach and education on fair housing practices and accessibility among residents, community stakeholders and those involved in the production, preservation and operation of housing

The proposed project will not demolish any existing housing units and will build 17 residential dwelling units. Through utilizing the State Density Bonus Law (SDBL), the applicant will be setting aside 2 units to Very Low Income households. The project will result in a net increase of 16 dwelling units on the site in close proximity to jobs, transit and other amenities (see section (b) below and the Surrounding Area subsection of the Context section of the Background & Findings document in the main case file). The Housing Element encourages

⁴ Los Angeles Housing Element 2021-2029, news: <https://planning.lacity.org/plans/policies/community-plan-update/housing-elements-news/city-council-adopts-targeted-amendments>

⁵ California Department of Housing and Community Development: <https://planning.lacity.org/odocument/c30f832f-9f9-47ff-bcc0-69f33b197a11/LaCity/AdoptedIN062922>.

more housing units to accommodate the City's projected growth and envisions a variety of unit types and sizes and amenities that can satisfy the needs and demand of people of all income levels, races, and ages. The Housing Element indicates that not only are more housing units needed to accommodate the City's growth, but that these units need to be a broader array of typologies to meet evolving household types and sizes. The project will offer a range of apartment types and sizes, with a mix of one and two-bedroom units. To ensure the livability of these housing units, the project includes almost 3,000 square feet of open space for residents, including a 6th floor terrace, recreation rooms and private patios. In addition, by setting aside 15% of the base density as restricted affordable units with 2 Very Low Income units, the proposed project will be achieving the Housing Element goal of promoting mixed-income developments in transit-oriented communities.

The Housing Element encourages higher density developments adjacent to transit corridors and especially in proximity to employment centers, as demonstrated in the Surrounding Area section "b" below. Due to the site's proximity to major employment centers, the project is in furtherance of "It is the overall housing vision of the City of Los Angeles to create housing opportunities that enhance affordability, equity, livability and sustainability by remedying discriminatory housing practices and creating a city with a range of housing types, sizes, and costs in close proximity to jobs, transit, amenities, and services. In keeping with a fundamental belief that housing is a human right, the City will work towards ensuring that housing stability and affordability is provided to all residents."⁶ The project is near Hillhurst Ave, Vermont Ave, Sunset Blvd and Hollywood Blvd, all classified as a variety of arterial streets by the Mobility Plan 2035. The project site is near multi-modal corridors served by several bus and train lines. Since the proposed project is comprised of 17 residential apartment units, including 2 affordable housing units, all within walking and biking distance of several transit opportunities, it meets the Housing Element's stated goals, objectives, and policies.

Mobility Element

The Mobility Plan 2035 includes goals that define the City's high-level mobility priorities. The Mobility Element sets forth objectives and policies to establish a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. The proposed project would be in conformance with following goals of the Housing Element as described below.

Chapter 3: Access for All Angelenos

Objective: *Ensure that 90 percent of households have access within one mile to the Transit Enhanced Network by 2035.*

Policy 3.3: *Promote Equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.*

Policy 3.8: *Provide bicyclists with convenient, secure, and well-maintained bicycle parking facilities.*

The proposed multi-family building is a pedestrian-oriented development that provides affordable and market-rate housing in proximity to several transit options. As previously mentioned, the project site is located within ½ mile of train station. The site is also near several other transit stops, as detailed earlier. These transit stations provide access to employment centers and jobs, local and regional destinations, and other neighborhood services for project residents. The proposed project will also allow for reduction of vehicle trips by placing high density residential within proximity to public transit. The project is

⁶ "Housing Goals, Objectives, Policies and Programs" of the Housing Element – page 20 of the Executive Summary

consistent with the Mobility Element because residents will have easy access to work opportunities and essential services, and greater mobility is assured by the plentiful transit options offered by the Metro and other providers. Furthermore, the location of the ground floor residential lobby will facilitate a pedestrian-oriented environment by providing transparency at the street level, and activating the streets with greater pedestrian activity, as residents will be encouraged to walk and use public transit. In addition, the Mobility Plan incorporates the complete streets principles to accommodate all modes of transportation including foot traffic and bicyclists. The project also provides 12 bicycle parking spaces within a convenient, secure, and easily accessible parking facility. As such, the project conforms to the goals, objectives, and policies of the Mobility Element.

Land Use Element – Hollywood Community Plan Area

The Hollywood Community Plan was adopted by the City Council in January of 2025. The purpose of the Hollywood Community Plan, updated in January 2025, is to “outline a vision for Hollywood’s long-term physical and economic development and community enhancement” (p. 1-1) and “to shape positive community change, fostering sustainable land use patterns” (p. 1-1). The Plan supports housing production by aiming to “preserve and expand housing for all income groups” (p. 1-14) and to “provide necessary housing for the community” (p. 1-10) through clear policies that encourage “a diversity of housing types” within residential neighborhoods (p. 1-10). These principles directly support the development of new multi-family buildings that enhance neighborhood character and address local housing needs.

The proposed project would be in conformance with following goals of the Land Use Element as described below.

Residential Neighborhoods

Goal LU1: *Complete, livable and quality residential neighborhoods that provide a variety of housing types, densities, forms, and designs and a mix of uses and services that support the needs of residents throughout Hollywood.*

Policy LU1.2 - Adequate housing and services. *Provide housing that accommodates households of all sizes, as well as integrates safe and convenient access to schools, parks, and other amenities and services.*

Policy LU1.3 - Neighborhood transitions. *Assure smooth transitions in scale, form, and character, by regulating the setback, stepbacks, rear elevations, and backyard landscaping of new development where neighborhoods of differing housing type and density abut one another.*

Multiple-Family Residential

Goal LU4.1: *Multi-family residential neighborhoods that are well-designed, safe, provide amenities for residents, and exhibit the architectural characteristics and qualities that distinguish Hollywood neighborhoods.*

Policy LU4.1 - Context-sensitive housing. *Encourage multi-family housing development within neighborhoods designated for higher density multi-family residential.*

Policy LU4.2 - Design for scale. *Support design standards to achieve transition in scale where neighborhoods planned for multi-family residential uses abut neighborhoods planned for single-family residential uses.*

Policy LU4.3 - Compatibility with adjacent development. Seek a high degree of architectural compatibility, parking design configuration, and landscaping for new and infill development to protect the character and scale of existing multi-family residential neighborhoods.

Policy LU4.4 - Design guidelines. Recommend that new multi-family residential development be designed in accordance with the adopted citywide residential design guidelines and provide amenities such as on-site open space, recreational, and community-serving facilities.

Goal LU5: Multi-family residential neighborhoods that provide a range of housing opportunities at a variety of price points including affordable housing, through a mix of ownership and rental units.

Policy LU5.1 - Individual choice and affordability. Provide a variety of rental and ownership housing opportunities for households of all income levels, sizes, and needs, including middle income and workforce populations.

Policy LU5.3 - Housing for families. Promote family-friendly projects that include more bedrooms suitable for larger families.

Policy LU5.4 - Mixed-income neighborhoods. Promote the distribution of mixed-income housing opportunities throughout the Plan area to avoid the over-concentration of low-income housing.

Policy LU5.5 -Affordable housing and transit. Encourage affordable housing near transit.

Policy LU5.10 - Maintain affordable housing. Encourage the replacement of demolished or converted affordable housing stock with new affordable housing opportunities while minimizing the displacement of residents, through programs that support development while meeting the relocation needs of existing residents.

Policy LU5.11 - Address diverse resident needs. Provide for the preservation of existing housing stock and for the development of new housing to meet the diverse economic and physical needs of existing residents and the projected population of the Community Plan Area to the year 2040.

Policy LU5.12 - Affordability. Encourage affordable housing options by promoting the benefits of tax credit programs such as LAHD's Mortgage Credit Certificate program, homebuyer incentive programs that involve the reuse and rehabilitation of existing structures, other tax programs and the density bonus ordinance.

Policy LU5.13 - Preserve rent stabilized units. Encourage the preservation and maintenance of rental units that are protected by the Rent Stabilization Ordinance and strive for a no net-loss of covenanted affordable units in the Plan Area and discourage the displacement of existing residents. (P103)

Policy LU5.14 - Minimize displacement. Decrease displacement of current residents and strive for a no net loss of covenanted affordable housing units, including those protected by the Rent Stabilization Ordinance.

Policy LU5.20 - Architectural compatibility. Ensure that the new development of multi-family, duplex, small lot subdivisions or lower density units located in or adjacent to single-family neighborhoods maintain the visual and physical character of single-family housing and is designed to respect and complement the architectural and building patterns of surrounding existing residential development.

Public Realm

Goal PR.1: Streets that are safe, comfortable and convenient.

Policy PR1.4 - Curb cuts. Discourage curb-cuts next to sidewalks on streets with a high level of people walking, when alternative access exists.

Goal PR.2: Public spaces with healthy and growing urban forests that provide cleaner air, cooler streets, and serve as communal gathering places in areas of high pedestrian activity.

Policy PR2.5 - Landscaping along sidewalks. Improve landscaping along sidewalks with low maintenance shade trees and varied drought-tolerant planting in parkways to create a pleasant and interesting walking environment.

Policy PR2.6 - Place making. Enhance tree planting and landscaping in parkways, medians, and neighborhood gateways as a place making strategy.

Policy PR2.7 - Tree selection. Support policies of the Bureau of Street Services to reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital component of the City's infrastructure.

Policy PR2.8 - Tree maintenance. Facilitate the planting and maintenance of street trees, which provide shade and give scale to residential and commercial streets in all neighborhoods.

Mobility

Goal M.1: Safe, accessible, and convenient mobility options for users of all ages and abilities.

Policy M1.5 - Street dedications. Support street dedications that comply with Mobility Plan 2035.

Policy M1.6 - Ingress and egress. Encourage new development to design the site's vehicular ingress and egress to minimize interference with pedestrian and bicycle facilities and bus traffic.

Bicycling

Goal M.5: A safe and integrated bicycle network that provides access to transit and key destinations.

Policy M5.1 - Safety and convenience. Support and encourage bicycling as a mobility option by supporting infrastructure, facilities, and programs that create a safe and convenient environment to ride bicycles.

The Hollywood Community Plan designates the site for Medium Residential. The zoning designation for the subject site is R3-1XL. The R3-1VL zone allows up to 10 base dwelling units on the project site based on the lot area. The SDBL allows a 50 percent increase in the base density. The subject SDBL project meets all the criteria to qualify for the requested incentives and allows the proposed 17 market rate units and 2 Very Low Income units.

The project proposes a multi-family development in an area that is close to a variety of transit stations, connecting the project site to other regional and local destinations as well as employment centers and retail services. The project will contribute to the Hollywood area as a medium-density, multi-family development that provides housing for residents of the area. The project provides adequate usable open space that is thoughtfully designed to provide active open space options for the future users of the building.

This project involves the construction of a 6-story, multi-family project that includes 17 dwelling units. The multi-family project would develop a net increase in housing, including affordable housing for Very Low Income households in the Hollywood community, which would help meet the anticipated growth in demand for housing within the area and the City. The design of the ground floor enhances the pedestrian experience by having greater transparency, more glazing and eyes on the street, creating a safer and more interesting edge to walk along. The residential lobby on Rodney Avenue serves as the main entrance to the project. The ground floor of the structure also fortifies the street identity and character by enhancing the sustainability of the living environment.

The project site is not located in a Very High Fire Severity Zone, Fire District No. 1, Flood Zone, Alquist-Priolo Fault Zone, Methane Zone, or a Landslide area. While the project is located within a Liquefaction Zone and a Special Grading Area, Regulatory Compliance Measures (RCMs) will ensure that the proposed development will be constructed in such a manner to minimize any potentially significant impacts. Considering the project site location and relevant RCMs to avoid potential impacts in special overlays, it can be found that the site is suitable for multi-family development.

The proposed project is well-designed and meets the applicable Citywide Design Guidelines⁷. The massing, articulation, colors and materials of the building have been thoughtfully designed to appear visually interesting. The proposed development features a strong façade rhythm through its placement and design of balconies, materials and colors. The use of large clear glass windows and ground floor lighting enhances neighborhood safety while maintaining visual connection between interior and exterior. Additionally, the ground floor entryway and landscaping will create an active street presence and pedestrian scale.

In light of the information presented, it can be found that the project is consistent with the applicable general plan designation and all applicable general plan policies as well as 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:

The project is comprised of three lots totaling 8,254 sq ft (or 0.19 acres) which is well below the 5-acre threshold.

Significant and notable land uses near the subject property include:

- Silver Lake
- Los Feliz
- Koreatown
- Hillhurst Commercial District
- Kaiser Permanente
- Children’s Hospital Los Angeles
- Hollywood Presbyterian Medical Ctr

Adjacent properties to the subject property include:

Direction	Zone	Use
North	R3-1XL	2-story, 10-Unit Condominium
East	R3-1XL	1-story, 10-Unit Apartment Building

⁷ See compliance with Citywide Design Guidelines within the case file

South	R2-1XL	1-story Duplex
South	R2-1XL	1-story Single-Family Dwelling
South	R2-1XL	1-story Duplex
South	R3-1XL	1-story Single-Family Dwelling
West	R3-1XL	2-story, 12-Unit Condominium

The table above describes the uses that are directly adjacent as well as within the surrounding area. It is indicative of the uses seen near transit corridors within a further radius as well. The site is located near several arterial streets including Hillhurst Ave, Vermont Ave, Sunset Blvd and Hollywood Blvd, all classified as a variety of arterial streets by the Mobility Plan 2035. Therefore, the site can be characterized as being substantially surrounded by urban uses.

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

The project is situated in an established, built out, residential neighborhood on a major commercial corridor and near other large employment centers. The immediate vicinity is fairly urbanized and is comprised of commercial and residential structures, transit and arterial corridors. The site is currently fully developed with a two-story single family dwelling and its associated parking. The subject property does not have reported occurrences of special-status species in the California Natural Diversity Database (CNDDDB) maintained by the California Department of Fish and Wildlife (CDFW). The project site does not include riparian areas or other sensitive plant communities. According to the United States Fish and Wildlife Service Information for Planning and Consultation Tool, the project site does not contain critical habitats for any endangered, rare, or threatened species.

NavigateLA and the Los Angeles City Planning Department's Environmental and Public Facilities map for Significant Ecological Areas show that the subject site is not located in any of these areas.

Therefore, it can be found that 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

Per the City of Los Angeles VMT Calculation Project Screening Criteria⁸, the project generates less than 250 net daily trips, which is the threshold that determines whether a traffic study is required. DOT staff has reviewed and determined the DOT Referral Form⁹ is not required. As such, the project will not have any significant impacts relating to traffic.

Noise

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

⁸ See VMT Calculation Project Screening Criteria as an attachment to the email to DOT staff

⁹ See email from DOT staff confirming that a DOT Referral Form is not required

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. As a result of this mandatory compliance, the proposed project will not result in any significant noise impacts.

Air Quality

The project must comply with the following Regulatory Compliance Measures (RCMs) related to Air Quality:

- **Regulatory Compliance Measure RC-AQ-1 (Demolition, Grading and Construction Activities):** *Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:*
 - *All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.*
 - *The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.*
 - *All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.*
 - *All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.*
 - *All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.*
 - *General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.*
 - *Trucks having no current hauling activity shall not idle but be turned off.*
- **Regulatory Compliance Measure RC-AQ-2:** *In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.*
- **Regulatory Compliance Measure RC-AQ-3:** *In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.*
- **Regulatory Compliance Measure RC-AQ-4:** *The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.*
- **Regulatory Compliance Measure RC-AQ-5:** *The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.*
- **Regulatory Compliance Measure RC-AQ-6:** *New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and*

water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

As a result of this mandatory compliance, the proposed project will not result in any significant air quality impacts.

Additionally, the Department of City Planning threshold¹⁰ for which projects will likely not exceed the SCAQMD construction or operational thresholds (and therefore not require an air quality assessment) is 80 residential units or less than 75,000 square feet of nonresidential use and involves less than 20,000 cubic yards of soil export. The project proposes 17 units and less than 6,000 cubic yards of soil export, well under the established thresholds. The project is also significantly smaller in scale and scope and similarly distanced to sensitive receptors to other projects which have published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. As such, in concert with compliance of the RCMs, the proposed project will not result in any significant air quality impacts.

Water Quality

The development of the project would not result in any significant effects relating to water quality. The project is not adjacent to any water sources and does not involve extensive excavation that might have an impact on the water table. Therefore, construction of the project will not create any impact on water quality. Furthermore, the project will comply with the City's storm water management provisions per LAMC 64.70.

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

The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, and many other public services. The utilities and public services have been servicing the neighborhood continuously for over 50 years. 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, LED lighting, etc. As a result of these new building codes that are required of all projects, it can be anticipated that the project will not create any impact on existing utilities and public services through the net addition of 17 dwelling units.

¹⁰ Class 32 Categorical Exemption Special Requirements form

CEQA Section 15300.2

Exceptions

Categorical Exemptions are descriptions of types of projects which the Secretary of the Resources Agency has determined do not usually have a significant effect on the environment. There are exceptions to the exemptions depending on the nature or location of the project. Projects that meet the following conditions are considered exceptions and do not qualify for a Categorical Exemption:

- 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 in 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.*

The project is not utilizing Class 3, 4, 5, 6 or 11 and therefore does not meet this condition.

- 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.

The cumulative impact analysis considers the potential impacts associated with implementation of the project in conjunction with other “related projects” within proximity of the project site. There are no potential related projects within ¼ mile of the project site based on City records¹¹.

As discussed below, the project would not contribute to any significant cumulative impacts resulting from successive projects of the same type in the same place over time.

Haul Route

According to data from NavigateLA¹², there are no active or pending Haul Route requests from other projects within 500 feet. While one project was previously issued a Haul Route approval, the project is built and received Certificate of Occupancy¹³ in 2022.

Land Use Plans and Zoning

The focus of this cumulative impact analysis is on the combined impact of the project and the related projects, including consistency with land use plans and zoning. Development of the related projects is expected to occur in accordance with adopted plans and regulations. It is also reasonably anticipated that most of the related projects would be designed and/or conditioned to be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts would be less than significant.

Endangered, Rare, or Threatened Species

¹¹ Related Projects List from Department of Transportation 11/25/2025

¹² See NavigateLA Haul Route

¹³ See Certificate of Occupancy related to permit 19010-10000-02142

The project site contains a fully built out urban use that is completely surrounded by urban uses. The project site has been subject to substantial disturbance associated with the construction of the existing structure. As such, the project site does not exhibit potential to support endangered, rare, or threatened plant species.

The project site is disturbed and fully built out, relative to the presence of natural habitats, and surrounding areas are entirely developed; therefore, the project site does not provide potential habitat for endangered, rare, or threatened animal species. Some examples of these disturbances that deter animals include complete absence of native habitats or vegetation, substantial vehicle traffic, artificial lighting, regular vegetation maintenance, domesticated and feral dogs and cats, and pest management.

No special status habitats are present on the project site and there is no potential to occur.

Traffic

Per the attached City of Los Angeles VMT Calculation Project Screening Criteria, the project generates less than 250 net daily trips, which is the threshold that determines whether a traffic study is required. DOT staff has reviewed and determined that a DOT Referral Form is not required as the trips generated from the project are so small. As such, the project will not have any significant impacts relating to traffic.

OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA* states the following regarding cumulative traffic impacts:

Cumulative Impacts. A project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) When using an absolute VMT metric, i.e., total VMT (as recommended below for retail and transportation projects), analyzing the combined impacts for a cumulative impacts analysis may be appropriate. However, metrics such as VMT per capita or VMT per employee, i.e., metrics framed in terms of efficiency (as recommended below for use on residential and office projects), cannot be summed because they employ a denominator. A project that falls below an efficiency based threshold that is aligned with long-term goals and relevant plans has no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)

As discussed above, the project is screened out from further VMT analysis, as it is presumed the project would cause less-than-significant transportation impacts. For this reason, the project's cumulative contribution to traffic impacts would also be less than significant.

Noise

Construction

Construction activities associated with the proposed 17-unit residential project would generate temporary and intermittent noise typical of small infill development. All construction activity would be required to comply with the City's noise regulations, including Los Angeles

Municipal Code (LAMC) Section 41.40, which restricts construction hours, and LAMC Section 112.05, which establishes maximum allowable noise levels for construction equipment within or near residential zones. Compliance with these mandatory regulations ensures that construction noise remains within levels considered acceptable for urban environments.

During construction of the proposed project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the project, any related projects (if any) would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance. If future construction were to occur, each project would also be subject to the same mandatory LAMC noise restrictions, which are expressly designed to minimize cumulative noise exposure.

Therefore, the project's temporary and small-scale construction noise would not combine with other development to result in cumulatively considerable noise impacts pursuant to CEQA Guidelines §15130(a).

Operational

Operational noise from the project would consist primarily of vehicle movements, typical residential activity, and mechanical equipment such as HVAC systems. These sources would be required to comply with applicable City noise limits, including those in LAMC Chapter XI, Noise Regulation, which governs operational/stationary noise levels.

Given the project's small size (17 units), operational noise increases would be negligible and consistent with the existing residential character of the area. The project does not include substantial stationary noise sources, outdoor amplified sound, commercial uses, or other activities that could contribute to long-term area-wide noise increases. Surrounding cumulative development consists of similar residential and commercial uses, none of which would produce substantial operational noise that could combine with the proposed project to create a cumulatively considerable impact.

Accordingly, the project would not result in a cumulatively considerable operational noise impact under CEQA Guidelines §15130(b)(1)(B), as its incremental contribution would be insignificant.

Air Quality

Construction

Construction of the proposed 17-unit residential project would generate short-term emissions from site preparation, grading, construction equipment exhaust, and worker/vendor trips. These emissions are temporary and typical of small infill developments. The project's individual construction emissions would not exceed the South Coast Air Quality Management District (SCAQMD) regional thresholds for criteria pollutants, which are recognized by the City of Los Angeles as the CEQA significance thresholds for air quality.

In evaluating cumulative impacts, CEQA requires determining whether the project's incremental effect is cumulatively considerable when combined with other past, present, and reasonably foreseeable future projects (CEQA Guidelines §15064(h)(1)). SCAQMD has established that if a project's emissions are below SCAQMD regional thresholds, its

contribution to a cumulative regional air quality impact is considered not cumulatively considerable, because the thresholds are set at levels that represent each project's fair-share of the region's air quality burden.

Even if other construction were to occur, compliance with SCAQMD Rule 403 (Fugitive Dust) and state regulations governing off-road equipment emissions (e.g., CARB In-Use Off-Road Diesel Fleet Regulation) would reduce cumulative construction emissions for all projects.

Therefore, the project's short-term construction emissions—being below SCAQMD thresholds and subject to regional and local regulatory controls—would not be cumulatively considerable (CEQA Guidelines §15064(h)(2)).

Operational

Operational emissions from the project would primarily result from residential vehicle trips and emissions from consumer products, energy use, and minimal landscaping equipment. As a 17-unit residential building, the project generates a small number of daily trips and minimal area-source emissions. The project's operational emissions would not exceed SCAQMD regional significance thresholds.

Because SCAQMD thresholds represent cumulative regional pollutant levels and attainment of State and federal air quality standards, a project that falls below these thresholds is by definition not cumulatively considerable (SCAQMD CEQA Air Quality Handbook; SCAQMD "Final Localized Significance Threshold Methodology").

The project does not include land uses with substantial stationary emissions (e.g., industrial processes, large generators) and would comply with applicable regulations, including building energy codes (Title 24), appliance efficiency standards, and the City's Green Building Code, all of which reduce long-term emissions.

Therefore, operational emissions from the project would not combine with other existing or foreseeable development in a way that would create a cumulatively considerable impact on regional air quality.

Water Quality

While there are no related projects within a ¼ mile of the project site, the project site is located in an urbanized area where all of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs, it generally does not lead to substantial additional runoff, since new development is required to control the amount, velocity, and quality of stormwater runoff coming from their respective site. Moreover, little if any additional cumulative runoff is expected from the project and the related project site, since the area is highly developed with impervious surfaces. Therefore, the cumulative water quality impact of successive projects of the same type in the same place over time would not be significant. With respect to construction impacts, it is unknown whether any of the other development projects in the vicinity would have overlapping construction schedules with the project. However, similar to the project, any related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance with these regulatory requirements, similar to the project, the cumulative water quality impact during construction would be less than significant.

Utilities & Public Services

Water

While there are no related projects within a ¼ mile of the project site, implementation of related projects could result in a net increase in water consumption within LADWP's service area. Similar to the project, the water demand for those related projects that are consistent with the City's General Plan have been accounted for in the most recently adopted UWMP. The 2015 UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The applicants of all projects within LADWP's service area would be required to consult with LADWP to determine the specific water supply needs of the project, appropriate water conservation measures to minimize water usage, and LADWP's ability to serve the project. In addition, the project would create the need for a fraction of one percent of the remaining capacity of the LAAFP, and would not result in any significant impacts related to water treatment. No new or upgraded treatment facilities would be required. As such, the cumulative water impacts of successive projects of the same type in the same place over time would not be significant.

Wastewater

While there are no related projects within a ¼ mile of the project site, implementation of related projects would increase utilization of the HTP's available wastewater treatment capacity. Currently, the HTP has a typical remaining capacity of over 100 mgd of wastewater able to be treated at the HTP. Therefore, the project would create the need for a fraction of one percent of the remaining capacity of the HTP, and would not result in any significant impacts related to sewer treatment. No new or upgraded treatment facilities would be required. Moreover, with respect to wastewater infrastructure in the City, under the rules and regulations established in the City's Sewer Allocation Ordinance (Ordinance No. 166,060), the Bureau of Sanitation assesses the anticipated wastewater flows from development projects at the time of connection, and makes the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The applicants for each of the related projects will be required to submit a Sewer Capacity Availability Request to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the project and other cumulative development projects. If it is determined that the sewer system in the local area has insufficient capacity to serve a particular development, the developer of that project would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate that project's increased flows. Each project would be evaluated on a case-by-case basis and would be required to consult with the Bureau of Sanitation (for projects within the City) and comply with all applicable City and State water conservation programs and sewer allocation ordinances. Therefore, the cumulative impact pertaining to wastewater infrastructure would be less than significant.

Solid Waste

Implementation of the project in combination with other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the project and related projects generate construction and demolition waste, resulting in a cumulative increase in the demand for inert landfill capacity. Given the requirements of the Citywide Construction & Demolition Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed construction and demolition waste generated within City limits be taken to a City-certified construction and demolition waste processor, it is anticipated that future cumulative development within the City would also implement similar measures to divert construction and demolition waste from landfills.

Operation of the project in conjunction with other projects within the Southern California region that are serviced by area landfills would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2016 Annual Report (published September 2017) projects waste generation and available landfill capacity through 2031. Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for the related projects. The project's estimated net increase in operational solid waste generation, in conjunction with related projects (if any), would represent an insignificant portion of the remaining landfill capacity serving the project area and would not result in any significant impacts. Therefore, cumulative impacts from operational solid waste would be less than significant.

Natural Gas

While there are no related projects within a $\frac{1}{4}$ mile of the project site, implementation of the project would increase demands for natural gas. Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted green building standards consistent with Title 24 as the LA Green Building Code. Similar to the project, related projects and future development must also abide by the same statutes, regulations, and programs that mandate or encourage energy conservation. SoCalGas is also required to plan for necessary upgrades and expansion to its systems to ensure that adequate service will be provided for other projects. Specifically, SoCalGas regularly updates its infrastructure reports as required by law. In addition, there is no evidence to suggest that SoCalGas will not be able to serve its service areas in the coming years. Therefore, cumulative impacts are less than significant.

Electricity

While there are no related projects within a $\frac{1}{4}$ mile of the project site, implementation of the project, would increase demands for electrical power. As discussed above, LADWP utilizes renewable energy sources and is committed to meeting the requirement of the RPS Enforcement Program to use at least 65 percent of the State's energy from renewables by 2036. All new development in California is required to be designed and constructed in conformance with State Building Energy Efficiency Standards outlined in Title 24. It is possible that implementation of the related projects, as well as other development in the LADWP service area, could require the removal of older structures that were not designed and constructed to conform with the more recent and stringent energy efficiency standards. Thus, it is possible that with implementation of other development, the resulting demand for electricity supply could be the same or less than the existing condition. Nonetheless, the 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Through the SLTRP, LADWP undertakes expansion or modification of electrical service infrastructure and distribution systems to serve future growth in the City as required in the normal process of providing electrical service. Any potential cumulative impacts related to electric power service would be addressed through this process. Therefore, cumulative impacts related to electricity supply and infrastructure would be less than significant.

Fire Protection

While there are no related projects within a ¼ mile of the project site, development of the project could result in a net increase in the number of residents and employees in the project area and could further increase the demand for fire protection services. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the project and cumulative growth would contribute. Similar to the proposed project, any related project would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-density buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company, assessment of available fire flow and required enhancements to existing infrastructure, and other recommendations made by the LAFD to ensure fire protection safety. Through this process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Therefore, the cumulative impact to fire protection from successive projects of the same type in the same place over time would not be significant.

Police Protection

While there are no related projects within a ¼ mile of the project site, implementation of related projects could result in a net increase in the number of residents and employees in the project area and could further increase the demand for police protection services. The increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the proposed project and related projects would contribute. Similar to the project, other projects served by LAPD would implement safety and security features per the City's Crime Prevention through Environmental Design Guidelines¹⁴. Therefore, the cumulative impact to police protection from successive projects of the same type in the same place over time would not be significant.

Schools

While there are no related projects within a ¼ mile of the project site, implementation of related projects could result in an increase in the number students in the project site area. However, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the project on school facilities would be less than significant. Similar to the project, the related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully address any potential impacts to school facilities by the proposed project or the related projects. Therefore, cumulative impacts would be less than significant.

Recreation & Parks

While there are no related projects within a ¼ mile of the project site, implementation of related projects could result in an increase demand for parks. Development projects that include residential land uses would be subject to the City's parkland fees (e.g., Quimby Fees and/or Park and Recreation fees) and to minimum open space requirements, ensuring that any potential impacts to parks would be less than significant. The payment of fees would address potential impacts to park and recreational facilities by the proposed project or the related project. Employees generated by the commercial projects and the commercial portions of mixed-use projects on the related projects list (if any) would not typically enjoy long periods of time during the workday to visit parks. Additionally, it is expected that the

¹⁴ City of Los Angeles Design Out Crime Guidelines: Crime Prevention through Environmental Design, November 1997: https://planning.lacity.org/policyinitiatives/CPTED/CPTED_Guidelines.pdf

majority of employees of the commercial projects live within a reasonably close distance to said projects. Therefore, the cumulative impact would be less than significant.

Libraries

While there are no related projects within a ¼ mile of the project site, implementation of related projects could increase the demand for library services in the project site area. The related residential projects would be subject to the standards to determine demand for library facilities used by the City. However, library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the project, which would increase with new development. The project as well as the related projects within the City would be required to pay these fees as applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. Therefore, the cumulative impact to libraries from successive projects of the same type in the same place over time would not be significant.

- 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.*

There are no unusual circumstances with the project site or the proposed project that would create a reasonable possibility of significant effects to the environment. The project site is located within a highly urbanized setting, and the site would be developed from a single-story commercial building to a mixed-use development, which is a typical urban land use appropriate for the area. As stated in condition (a) of the Class 32 findings, above, the project would be consistent with the City's underlying zoning and land use designation. The project will utilize conventional construction methods to demolish the existing improvements and to build the proposed project. The site is substantially surrounded by similar projects and is characterized as a flat parcel that is not within any environmentally or biologically sensitive areas as mapped or designated by Federal, State or local agencies. The project is not located in a hazardous zone such as a flood zone or liquefaction. While the project is located within a Methane Zone, Regulatory Compliance Measures (RCMs) will ensure that the proposed development will be constructed in such a manner to minimize any potentially significant impacts. LADBS requires a methane specialist to prepare a report using on-site testing to identify methane intrusion emanating from geologic formations. RCM's required by the City of Los Angeles pertaining to ventilation and methane gas detection systems must be built into the design of the project based on the report's findings. As such, there will be no significant impacts related to methane. Considering the project site location and relevant RCMs to avoid potential impacts in special overlays, it can be found that the site is suitable for multi-family development. Additionally, the project site is not located in a designated "environmentally sensitive area" (see condition (c) of the Class 32 findings above) or other overlay that would denote special circumstances.

Moreover, as stated above, the project would not result in any project-specific or cumulative traffic, noise, air quality, or water quality impacts. The proposed land uses are consistent and compatible with the site's urban setting and are typical for an infill development located near transit and on a major City thoroughfare. Therefore, as there are no unusual circumstances regarding the proposed project or project site, the exception is not applicable to the project.

- 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.

Rodney or Franklin both are not officially designated as a State scenic highway, and there are no officially designated scenic highways in the immediate vicinity of the project site. As such, no damage will result to any scenic resources.

- 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.*

The property is not included on any list compiled pursuant to Section 65962.5 of the Government Code.

- 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.*

Research was carried out utilizing a variety of sources to identify if the existing commercial building had any potential historic considerations. In August of 2012, the Historic Resources Survey Report for the Hollywood Community Plan Area was completed as part of the SurveyLA program for the City of Los Angeles. After review of the report and its subsections, Individual Resources, Non-Parcel Resources, Historic Districts, Planning Districts and Multi-Property Resources, no reference was found to the subject property. A review of the City of Los Angeles' Zone Information and Map Access System concludes that the existing improvements are not listed in any local, state or national register. Additionally, the subject property was searched against the City's Historic Places LA information system and no results were found that indicate the existing improvements contain any historic value.

Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

Conclusion

Since each finding above has been found in the negative, the project is not considered an exception and is qualified to utilize a 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 above.