

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-2023-2014-TOC-HCA / Transit Oriented Communities Affordable Housing Incentive Program

LEAD CITY AGENCY <b>City of Los Angeles (Department of City Planning)</b>	CASE NUMBER <b>ENV-2023-2015-CE</b>
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PROJECT TITLE <b>531 N. Larchmont Blvd</b>	COUNCIL DISTRICT <b>13 Soto-Martinez</b>
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PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) <b>531 N. Larchmont Blvd, Larchmont Blvd and Rosewood Ave</b>	<input type="checkbox"/> Map attached.
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PROJECT DESCRIPTION: Four story, 15-unit, mixed use structure.	<input type="checkbox"/> Additional page(s) attached.
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NAME OF APPLICANT / OWNER:  
**Fariborz Mike Bardi, MAGZ LLC**

CONTACT PERSON (If different from Applicant/Owner above) <b>Shahab Ghods</b>	(AREA CODE) TELEPHONE NUMBER   EXT. <b>(310) 478-6149</b>
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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) **32 (Urban Infill)**

OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )  
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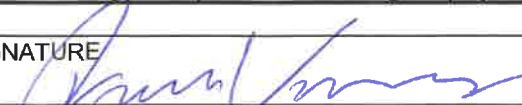
JUSTIFICATION FOR PROJECT EXEMPTION:  Additional page(s) attached

Urban infill development through the Transit Oriented Communities Affordable Housing Incentive program. The project meets all of the requirements for a Class 32 Categorical Exemption.

None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.  
 The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

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

**CITY STAFF USE ONLY:**

CITY STAFF NAME AND SIGNATURE RICARDO VAZQUEZ 	STAFF TITLE <b>PLANNING ASSOCIATE</b>
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ENTITLEMENTS APPROVED  
 Transit Oriented Communities: Base incentives and the following two additional incentives: 1) Height increase of 11 feet and one story, along with TOC transitional height requirements. 2) RAS3 side yards

**DEPARTMENT OF  
CITY PLANNING**

COMMISSION OFFICE  
(213) 978-1300

CITY PLANNING COMMISSION

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## JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-2015-CE

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On March XX, 2024, 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 19, Section 15332, Class 32.

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 for the demolition of a one-story 1,860 square foot commercial building and construction use and maintenance of a four-story mixed-use building. The project includes 2,740 square feet of commercial uses and 15 dwelling units, of which two (2) are reserved for Very Low Income Household. The building will have a total of 17,764 square feet of floor area and a Floor Area Ratio (FAR) of 2.29:1, and a maximum of 56 feet in height measured from grade to the top of the parapet. The project includes total of 22 vehicular parking spaces including ten (10) commercial parking spaces and twelve (12) residential parking spaces located in two below grade parking levels. The project includes four (4) short term and 17 long-term bicycle parking spaces. Two (2) short-term and two (2) long term bicycle parking spaces are reserved for commercial uses while the remaining are for residential use. The project provides 1,600 feet of open space, and six (6) 24-inch trees. The development project requires the removal of approximately 7,600 cubic yards of soil. The project will be required to improve the public right of way by repairing buckled sidewalk. As a mixed-use multifamily development, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The project is seeking the following base and additional incentives of the Transit Oriented Communities (TOC) Affordable Housing Program.

#### Base Incentives

1. 50 percent increase in density.
2. Increase of FAR of up to 40% or an FAR increase resulting in at least a 2.75:1 FAR in commercial zones; whichever is greater.
3. 0.5 vehicle parking spaces per bedroom and 30 percent commercial parking reduction.

#### Additional Incentives

1. RAS3 side yards.
2. Increase of one story and eleven (11) feet in height, as well as applying the transitional height requirements for Tier 1 qualifying projects.

The site is zoned [Q]C2-1VL and has a General Plan Land Use Designation of Neighborhood Office Commercial. As shown in the case file, the project is consistent with the applicable Wilshire 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 .174 acres. Lots adjacent to the subject site are developed with commercial land uses with residential land uses on the properties abutting the rear of the subject site. 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 is one street tree, a *Ficus macrocarpa* (Indian Laurel Fig), on the public right of way abutting the property along Larchmont Boulevard and no other trees, as identified by the Tree Report prepared by James Komen on June 24, 2023. Per the tree report, the street tree is growing in the public right of way and has caused the sidewalk to be lifted by up to five inches in some areas. Leveling the sidewalk to comply with Americans with Disability Act Requirements requires removing the roots underneath the sidewalk, which would destabilize the trees. As such, the Tree Report recommends removal of the street tree.

There are no protected trees on the site, as identified in the Tree Report prepared by James Komen on June 24, 2023. The project application proposes to remove one street tree. However, as explained in the project description, the applicant will be required to improve the right-of-way. Prior to any work on the right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis and the requirements of CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note, no street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry Divis (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this CE, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. Based on the above, Planning has required a Tree Report to identify all trees on the project site and in the right-of-way that could be impacted by the Project and to consider the potential removal of one (1) street tree in the public right-of-way in front of the property street trees. If the street tree is removed, there are Regulatory Compliance Measures (RCM) per LAMC, that require the replacement of removed street trees to the satisfaction of the BPW.

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. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a transportation study. Therefore, the project will not have any significant impacts to traffic or transportation. 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 given that the construction of a 15-unit apartment building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all 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.

While the subject site is located within a Methane Buffer Zone, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of "sensitive" locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include LADBS Methane Mitigation requirements. These RCMs 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.

There is not a succession of known projects of the same type and in the same place as the subject project. At the time of the preparation of this report there was only one similar project within 500 feet of the subject site.

DIR-2021-559-TOC-HCA – A Transit Oriented Communities (TOC) request to allow the construction use and maintenance of a new 5-story apartment building with approximately 56-feet in height, containing a total of 21 new residential units with 2 Extremely Low Income Household units at 500 North Larchmont Boulevard.

As mentioned, the project proposes mixed-use multi-family development in an area zoned and designated for such development. All adjacent lots are developed with [Q]C2-1VL and Neighborhood Office Commercial land uses, which includes commercial, residential and mixed-use developments. Additionally, the proposed project is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 2.29:1 on a site that is permitted to have a maximum FAR of 2.75:1. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

The project's height and size are not unusual for the vicinity of the subject site and is similar in scope to other existing multifamily and mixed use structures in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The project is over 14 miles away from State Route 27. Therefore the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. 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.

