

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-2023-8454-TOC-HCA / Transit Oriented Communities Review

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

CASE NUMBER
ENV-2023-8455-CE

PROJECT TITLE
905 South Irolo Street

COUNCIL DISTRICT
10

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
905 South Irolo Street

Map attached.

PROJECT DESCRIPTION:
The proposed project is a seven-story residential development with one level of subterranean parking and one level of at-grade parking and includes 34 residential units, 2,780 square feet of open space, 14 parking spaces for residential use, and 31 long-term and short-term bicycle parking spaces. Ten percent (3 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 24,965 square-foot square feet of floor area on an 8,100 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 4.75:1. The proposed project unit mix includes 16 studio, 12 one bedroom units, and six two-bedroom units.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:
Arslan Mohammed Hanif

CONTACT PERSON (If different from Applicant/Owner above)
Mohadib Ahmad

(AREA CODE) TELEPHONE NUMBER | EXT.
(323) 688-3905

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

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

JUSTIFICATION FOR PROJECT 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.

Additional page(s) attached

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
Heather Bleemers 

STAFF TITLE
Senior City Planner

ENTITLEMENTS APPROVED
Transit Oriented Communities Project



May 15, 2024

Applicant/Owner

Arslan Mohammed Hanif
905 KTown LLC
5403 Ayon Avenue
Irwindale, CA 91706

RE: Case No. DIR-2023-8454-TOC-HCA
Address: 905 South Irolo Street
Community Plan: Wilshire
Zone : R4-2
C. D. : 10 - Hutt
CEQA : ENV-2023-8455-CE

Representative

Mohadib Ahmad
Rex Developments
LLC
5403 Ayon Avenue
Irwindale, CA 91706

RE: ENV-2023-6442-CE (Categorical Exemption - Class 32)

The subject site is located on one parcel along Irolo Street Wilshire Community Plan with a High Medium Residential land use designation. The project site is zoned R4-2 and is eligible to utilize incentives as a Tier 3 TOC project. The site is currently developed with a single-family home.

The proposed project is a seven-story, 72-foot, 10-inch high residential development with one level of subterranean parking and one level of at-grade parking and includes 34 residential units, 2,780 square feet of open space, 14 parking spaces for residential use, and 31 long-term and short-term bicycle parking spaces. Ten percent (3 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 24,965 square-foot square feet of floor area on an 8,100 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 4.75:1. The proposed project unit mix includes 16 studio, 12 one bedroom units, and six two-bedroom units.

The project is requesting the following discretionary actions:

1. Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the proposed Tier 3 project is eligible for Base Incentives and three (3) Additional Incentives. As Base Incentives, the project is eligible to (1) increase the maximum allowable number of dwelling units permitted by 70 percent and (2) provide residential automobile parking at a ratio of 0.5 spaces per unit. The project is requesting three Additional Incentives for (1) a 25 percent reduction in open space (2) a 30 percent reduction in rear yard, and (3) a 30 percent reduction in side yards; and

2. Any additional actions as deemed necessary or desirable, including but not limited to haul route, demolition, grading, excavation, tree removal, and building permits.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment) (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the City’s CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. From analysis of the proposed project, it has been determined that it is Categorically Exempt from environmental review pursuant to Chapter 3, Article 19, Section 15332 of the CEQA Guidelines (Class 32). The Class 32 Exemption is intended to promote infill development within urbanized areas.

CLASS 32 CATEGORICAL EXEMPTION

The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. 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 below.

- (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 project site is located within the Wilshire Community Plan, which is one of 35 Community Plans that make up the Land Use Element of the General Plan. The Community Plan designates the subject property for High Medium Residential land uses corresponding to R3 Zones. The project is located in the R4-2 Zone. The property is not located within a Hillside Area nor a Bureau of Engineering Special Grading Area. The property is not located within the boundaries of any other specific plan or interim control ordinance.

Consistent with the Wilshire Community Plan, the proposed 34-unit development would add new and desirable multi-family housing and contribute to the City’s affordable housing stock. The proposed project meets the intent of the following Goals, Objectives, and Policies of the Westlake Community Plan:

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

Objective 1- Provide for the preservation of existing quality housing, and for the development of new housing to meet the diverse economic and physical needs of the existing residents and expected new residents in the Wilshire Community Plan Area to the year 2010.

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

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

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

The proposed project consists of the demolition of an existing single-family home for the construction, use and maintenance of a seven-story, 72-foot, 10-inch high residential development with one level of subterranean parking and one level of at-grade parking and includes 34 residential units, 2,780 square feet of open space, 14 parking spaces for residential use, and 31 long-term and short-term bicycle parking spaces. Ten percent (3 units) will be deed-restricted affordable units for Extremely Low-Income Households. The project proposes a total of 24,965 square-foot square feet of floor area on an 8,100 square-foot lot for a Floor Area Ratio (F.A.R.) of up to 4.75:1. The proposed project unit mix includes 16 studio, 12 one bedroom units, and six two-bedroom units.

The project utilizes and meets the requirements of these Base Incentives. Additionally, the applicant is requesting three Additional Incentives, the project is requesting (1) a 25 percent reduction in open space (2) a 30 percent reduction in rear yard, and (3) a 30 percent reduction in side yards. Based on the designated TOC Tier and percentage of affordable units, the project qualifies for up to three Additional Incentives. Therefore, through the approval of the request herein, the project would be in conformance with the TOC Guidelines, as well as all applicable zoning designations and development standards of the Los Angeles Municipal Code (LAMC). Additionally, no zone changes are proposed, and the project complies with all other regulations and requirements of the underlying zone. Therefore, the project is consistent with the applicable general plan designation and all applicable general plan policies, as well as with applicable zoning designation and regulations.

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

The project site is located in the Wilshire Community Plan area within Los Angeles city limits. The project site encompasses approximately 8,100 square feet of lot area, or 0.185 acres. The currently developed with one single-family home. The project site is located in a long-developed and urbanized area in the Koreatown neighborhood of Los Angeles. The vicinity consists primarily of residential uses, with single-family and multi-family developments on all sides of the project site. Therefore, the project will occur 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:

The project site is in an established and long-urbanized area within the Wilshire Community Plan area. The subject property is currently developed with a single-family home. There are no native trees that are protected by the Los Angeles Municipal Code Protected Tree Ordinance. The project will result in the planting of nine new trees on the project site. The project site also is not within or near any listed significant ecological areas. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

(d) **Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:**

Traffic. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. Given that the project will result in 34 units, it is determined that the project would not generate enough trips to trigger a transportation analysis and as such, a traffic referral from was not necessary.

Noise. The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.05 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 the project is required to comply with the above ordinances and regulations, it will not result in any significant noise impacts. All construction-related noise impacts would be less than significant and temporary in nature.

Given that the project would be required to comply with all existing and applicable noise regulations, the study concluded that the project would not result in any significant impacts and that no mitigation measures are necessary. Although noise arising from construction is unavoidable, the noise would be temporary and limited to the duration of the construction in any one location. The standard, industry-wide best practices for construction in urban or otherwise noise-sensitive areas would ensure that construction noise does not exceed the noise limit imposed by LAMC Section 112.05. These could include erecting temporary noise barriers around the project's perimeter, using mufflers to dampen noise from internal combustion engines, and warming-up or staging equipment away from sensitive receptors. Complete elimination of construction activity noise is technically infeasible; however, incorporation of the best available noise reduction methods will minimize impacts on the residential uses bordering the project site. Compliance with the various local regulatory measure will further minimize any adverse construction noise impact potential.

As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. Noise generated through human conversation and activities (particularly in outdoor recreational spaces, such as balconies and patios), landscape maintenance, or trash collection would not exceed the recommended noise compatibility guidelines. Any new stationary sources of noise, such as mechanical HVAC equipment installed on the proposed development will be required to comply with LAMC Sections 112.02 and 112.05, which prohibit noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level at neighboring occupied properties by more than five dBA. In addition, the project is not expected to generate a substantial number of vehicle trips which could

in turn generate additional noise. The proposed project is expected to generate a negligible increase in ambient noise from operation.

Through compliance with all existing regulations governing both construction and operational noise, any noise impacts resulting from the project will be less than significant.

Air Quality. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 34 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules. Additionally, the project's infill location would promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities, thus reducing the vehicle miles traveled for employees, residents, and visitors. Therefore, project impacts related to air quality will be less than significant.

During construction, appropriate dust control measures would be implemented as part of the proposed project, as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Water Quality. With regard to water quality, a significant impact would occur if the project would: 1) exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB); 2) increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or 3) increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. All wastewater from the project would be treated according to requirements of the National Pollutant Discharge Elimination System

(NPDES) permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.

Additionally, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would not result in a significant impact related to water or wastewater infrastructure.

Lastly, development of the proposed project would maintain existing drainage patterns; site generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would not result in a significant impact related to existing storm drain capacities.

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

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential single-family and multi-family uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's West Bureau, Olympic Division, and the Central Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the new construction of 34 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO CATEGORICAL EXEMPTIONS

The City has further considered whether the proposed project is subject to any of the six exceptions set forth in State CEQA Guidelines Section 15300.2 that would prohibit the use of any categorical exemption. Planning staff has determined that none of the exceptions apply to the proposed project, as described below.

- (a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply 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.

As the proposed Project is not defined as a Class 3, 4, 5, 6 or 11 project, this exception is non-applicable. The Project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and is not located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

- (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.**

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by State Density Bonus Law and the applicable provisions of the LAMC. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental impacts. The impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

- (c) Significant Effect. 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.**

This exception does not apply to the proposed project. The project site is comprised of approximately 8,100 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by a variety of other commercial and residential multi-family buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, air quality, water quality, or noise. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

- (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.**

This exception does not apply to the proposed project. According to the California Scenic Highway Mapping System, the project site is not located on or near a portion of a highway that is either eligible or officially designated as a state scenic highway. Therefore, this exception does not apply.

- (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.**

This exception does not apply to the proposed project. The project site is not listed as a hazardous waste site on EnviroStor, California's data management system for tracking hazardous waste sites. There are also no listed active or pending sites adjacent to or within the immediate vicinity of the project site. The subject property is currently developed with two triplex buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone Properties area as designated by the City of Los Angeles. The surrounding neighborhood is primarily neighborhood commercial and residential, and oils, elevators, in-ground hydrologic systems, monitoring or water supply wells, or above- or below-ground storage tanks, or potentially fluid-filled electrical equipment would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

- (f) **Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

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

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the early-20th century with a handful of more modern apartment buildings and consists of residential uses along Irolo Street, with various multi-family and single-family properties surrounding the project site on all sides. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

CONCLUSION

The proposed project involves the construction of a new seven-story, approximately 72-foot, 10-inches in height multi-family residential building with 34 residential units. The project is consistent with the surrounding developments (which consists of established residential and commercial uses), is permitted by the TOC Guidelines, and is entirely consistent with the existing General Plan designation, zoning, and requirements of the LAMC. The project will not generate a significant number of vehicle trips and will not result in any significant impacts to land use planning, environmental habitat, noise, air quality, or water quality. The project is in an urbanized and long-developed area, and thus will be adequately served by all required public utilities and services.

In addition, as the project is in an urbanized area, it is not in a particularly sensitive environment, and will not impact an environmental resource of hazardous or critical concern that is designated, precisely mapped, or officially adopted by any federal, state, or local agency. The project will not result in any significant impacts and, therefore, will not make a cumulatively considerable contribution to any significant impacts that are not already accounted for by the General Plan and future environmental clearances. The project is consistent with the surrounding developments, including established residential and commercial uses, does not present any unusual circumstances that would result in a significant impact on the environment, and would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA. Therefore, none of the possible exceptions to Categorical Exemptions, found in Section 15300.2 Exceptions, apply to this project, and as such, the project qualifies for a Class 32 Categorical Exemption.