

**CALIFORNIA ENVIRONMENTAL QUALITY ACT****NOTICE OF EXEMPTION**

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

**DIR-2020-427-SPP / Project Permit Compliance**

LEAD CITY AGENCY

**City of Los Angeles (Department of City Planning)**

CASE NUMBER

**ENV-2020-428-CE**

PROJECT TITLE

**N/A**

COUNCIL DISTRICT

**1**

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

**464 North Crane Boulevard, Los Angeles, CA 90065**☐ Map attached.

PROJECT DESCRIPTION:

☒ Additional page(s) attached.

**Construction of a new three (3)-story, 3,633 square-foot single-family dwelling, with an attached garage, within the Mount Washington/Glassell Park Specific Plan area. There are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. One (1) Protected Southern California Black Walnut Tree is proposed for removal as part of the project. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed.**

NAME OF APPLICANT / OWNER:

**Rachel Foullon and Ian Cooper**

CONTACT PERSON (If different from Applicant/Owner above)

**Simon Storey**

(AREA CODE) TELEPHONE NUMBER

**323-515-7930**

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

## STATE CEQA STATUTE &amp; 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) **15303/3 and 15332/32**☐ 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

Section 15303, New Construction or Conversion of Small Structures. Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures describes in this section are the maximum allowable on any legal parcel. Section 15332, developed on an infill site and meets the following: (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.

☒ 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

Nashya Sadono-Jensen

*Nashya Sadono-Jensen*

STAFF TITLE

Planning Assistant

ENTITLEMENTS APPROVED

FEE: \$373	RECEIPT NO. 0104143242	REC'D. BY (DCP DSC STAFF NAME) Kit Awakuni
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DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019



Revised CEQA Class 3(a) and Class 32 Justifications for  
Case No. DIR-2020-427-SPP (464-466 Crane Boulevard)  
**CASE NO. ENV-2020-428-CE**

The Project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot that is within the Mount Washington-Glassell Park Specific Plan.

The City has considered whether the proposed project is subject to any of the six (6) exceptions that would prohibit the use of any of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) exceptions to this Exemption are (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources. None of the exceptions are triggered for the following reasons:

The Planning Department has 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 Categorical Exempt under Article 19, Section 15303, Class 3 (new construction or conversion of small structures) and Section 15332, Class 32 (Urban infill development).

- a. *Location. Classes 3, 4, 5, 6, and 11 (Categorical Exemptions) 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 to all instances, except where the project may impact on environmental resources of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The site is zoned R1-1 and has a General Plan Land Use Designation of Low Residential. While the subject site is located within Hillside Area, Special Grading Area (BOE Basic Grid Map Act A-13372), Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, Landslide Zone, and is located 1.82 kilometers from the Raymond Fault, 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 requirements to conform with the California Building Code and the City's Landform Grading Manual (see attached Regulatory Compliance Measures).

The subject property is two, tied lots that are vacant down-sloping hillside parcels, surrounded by lots developed with single-family dwellings and vacant single-family zoned lots. The Project is an infill development. All regulatory compliance measures applicable to the Project will ensure that any concerns regarding the Project being located within a Very High Fire Severity Zone, Hillside Area, and Special Grading Area will be addressed. Specific Regulatory Compliance Measures 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. Due to the location of the proposed project, the following RCMs would be required by the Department of Building and Safety (LADBS): RC-GEO-1 and, RC-GEO-2.

Regulatory Compliance Measure RC-GEO-1 (Seismic) – The design and construction of the projects shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area) – The grading plan shall conform to the City’s Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety’s Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

In addition, all haul routes require the submittal of a Geology and Soils Report to the Los Angeles Department of Building and Safety (LADBS), and a Geology and Soils Report Approval Letter, issued by LADBS on December 18, 2020 which details conditions of approval, which must be followed. The design must also comply with the Mount Washington-Glassell Park Specific Plan and the Baseline Hillside Ordinance. Roof and site drainage as well as sewer availability must also comply with Bureau of Engineering and Bureau of Sanitation standards. Hydrants, Fire Department Access, and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. 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.

- b. The project and successive projects of the same type in the same place will result in cumulative impacts that, over time, is significant.*

The subject property are two, tied lots that are vacant down-sloping hillside parcels, surrounded by lots developed with single-family dwellings and vacant single-family zoned lots. The site is 8,914.1 square feet in size, or roughly 0.20 acres.

The Project is consistent with the Low Residential Density general plan designation and the R1-1 Zone. Significant cumulative impacts are not expected as a result of construction of a single-family dwelling that complies with the Mount Washington-Glassell Park Specific Plan.

While there may be active building permits in the vicinity of the subject site, all projects will be required to follow all regulatory compliance measures regarding construction, and required to obtain proper permits, which, through inspections, will ensure that the Project follows all applicable provisions. Any use of the right-of-way for construction materials or large construction vehicles is required to be by permit, which is issued by the Bureau of Street

Services Investigations and Enforcement Division. The issuance of a permit includes notification of the Los Angeles Fire Department and Police Department, who make adjustments to emergency access routes used for a particular day when such a permit is issued. This is also true of any other projects within the vicinity. For roadway access during construction, because staging of equipment in the right of way is done by permit, coordination of the use of the right of way by the construction sites in proximity to the project site will occur by Bureau of Street Services review.

Any haul route approvals will have to comply with RCMs and recommended conditions prepared by the Board of Building and Safety Commissioners (BBSC), Public Works, Bureau of Street Services (BSS), Los Angeles Department of Transportation (LADOT), and LADBS. The Project will also need to practice requirements that will minimize the negative impacts on the surrounding community. The "Good Neighbor Construction Practices," which are enforced by the LADBS, LADOT, BSS, and Los Angeles Police Department, includes requirements that limit the location of construction vehicles, construction noise, construction hours, etc. Based on similar residential projects, emissions resulting from the proposed construction and operation of the single-family dwelling are not expected to result in substantial emissions that would not already be controlled on-site by existing RCMs. Therefore, no foreseeable cumulative impacts are expected.

The traffic study, prepared by Jano Baghdanian, P.E., T.E., PTOE of JB & Associates, LLC, concluded the Project will result in a construction process without unnecessary delays and will coordinate schedules and parking with any developers in the surrounding area in order to minimize any negative effects on the community. The subject project submitted a Construction Traffic Management Plan for review by the City's Department of Transportation (LADOT), pursuant to the LADOT's Hillside Development Construction Traffic Management Guidelines released on June 16, 2020. These guidelines state the purpose of a Construction Traffic Management Plan is to address transportation concerns specific to hillside communities, including narrow streets, limited emergency access, and location in a Very High Fire Severity Zone. The proposed project will be subject to the conditions detailed in the Project's Construction Traffic Management Plan, included in the case file, which was reviewed and stamped-approved by LADOT on March 11, 2021. Subsequent to this approval, modifications were made to the Plan and approved by LADOT on July 19, 2021, to modify the haul route access ramps to the 110 Freeway for trucks, excluding Avenue 43. The conditions imposed address any potential cumulative effects of various projects of the same type in the same area. 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.

*c. There are unusual circumstances creating the reasonable possibility of significant effects.*

As mentioned, the Project proposes new construction of a three (3)-story, 3,633-square foot single-family dwelling, with a 533-square foot attached garage, on an 8,914.1-square foot vacant lot in an area zoned and designated for such development. All adjacent lots are vacant land or developed with single-family dwellings, and the subject site is of a similar size and slope to nearby properties. The Project proposes a Floor Area Ratio (FAR) of 0.41:1 or 3,633 square feet on a site that is permitted to have a maximum FAR of 0.42:1 or 3,743 square feet. The Project proposes a building height of 45 feet which is not unusual for the vicinity of the subject site, and is similar in scope to other existing low residential in the area. The Project is a new single-family dwelling, in an area zoned and designated for such development. Adjacent

lots are developed with single-family dwellings of varying sizes, and the subject site is of a similar size and slope to nearby properties.

There are approximately 26 single-family lots located on both sides of Crane Boulevard up to the intersection of Crane Boulevard and Dustin Drive to the east and west of the subject lot. Out of these lots, two (2) lots appear to be vacant and the remaining lots are developed with single-family homes. The proposed project includes two lots that are tied together as one through a lot-tie. The Project is consistent with the applicable General Plan Land Use designation and all applicable General Plan policies, as well as, with the applicable zoning designation and regulations. In addition, the Project complies with the Mount Washington-Glassell Park Specific Plan and will comply with the Baseline Hillside Ordinance development standards. As identified in the Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

- d. *The project 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.*

According to Appendix B of the City of Los Angeles Mobility Plan, the subject site is not adjacent to a roadway designated as a scenic highway. 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 proposed project is located over 30.3 miles away from Topanga State Park, therefore, the subject site will not create any impacts within a designated state scenic highway.

- e. *The project is located on a site that the Department of Toxic Substances Control and the Secretary of Environmental Protection have identified, pursuant to Government Code Section 65962.5, as being affected by hazardous wastes or clean-up problems.*

According to the Envirostor data base, the subject project is not located within or within a 1,000-foot radius of any hazardous waste sites.

- f. *The project may cause a substantial adverse change in the significance of a historical resource.*

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.

The project site is nearby the Southwest Museum of the American Indian (Southwest Museum) located at 234 Museum Drive. The site was designated as a City of Los Angeles

Historic Cultural Monument No. 283, listed on August 29, 1984 and is listed on the National Register as a historic resource. The site is a Contributing Feature within the Highland Park-Garvanza Historic Preservation Overlay Zone. The survey for the Southwest Museum shows that the site has substantial value as part of the development, heritage, or cultural characteristics of, or is associated with the life of a person important in the history of the city, state or nation. While the project site is close to the historical resource, it is separated by a multiple single-family lots, thus the Project will not cause a substantial adverse change in the significance of the resource.

### **CEQA Determination – Class 32 Categorical Exemption Applies**

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five (5) applicable conditions: (a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

- (a) The project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations.*

The site is currently vacant and will be developed with a single-family dwelling. The site is zoned R1-1 and has a General Plan Land Use Designation of Low Residential, with the corresponding zones of RE9, RS, R1, RU, RD6, and RD5. The proposed single-family dwelling use will be consistent with the General Plan and Zoning designation. In addition, the Project is within the Mount Washington-Glassell Park Specific Plan. The Project is compliant with the Specific Plan. Therefore, the Project is consistent with the applicable general plan designation, applicable policies, and applicable zoning designations.

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

The subject site is wholly within the City of Los Angeles, on site that is approximately 0.20 acres. The site is within a developed hillside community with single-family dwellings.

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

The Los Angeles CEQA Threshold Guidelines on Page C-22, Exhibit C-6 includes a discussion of the open space resources and significant ecological areas (SEAs) within the City of Los Angeles. Specifically, the following is stated about the Mount Washington area:

*Mount Washington and vicinity. In the area east of the Golden State Freeway (I-5) and between the Glendale (SR 2) and Pasadena (SR 11) Freeways, there occurs a number of small pockets of grassland and coastal scrub habitat in the mountainous area in the vicinity of Mount Washington. No specific details of biological resources present there could be found in the literature.*

The site is adjacent to an area with a number of small pockets of grassland and coastal scrub

habitat. As part of the Project Permit Compliance Request, the Applicant provided a Tree Report prepared by Arsen Margossian, Certified Consulting Arborist (ISA #WE-7233) on November 4, 2019. As identified in the report, there are four (4) Protected Southern California Black Walnut Trees and one (1) Significant Pepper Tree on site. The subject project is proposing to remove one (1) Protected Southern California Black Walnut Tree. Four (4) trees will be planted on a 4:1 ratio for the one (1) Protected Southern California Black Walnut Tree being removed. This Tree Report was approved by the Urban Forestry Division on November 30, 2019.

In addition, a biological resources field survey was performed at the site on August 10, 2021 by Luma Fowler and Barry Nerhus, Field Biologists with Endemic Environmental Services. Based on the findings from their field survey, the site is mainly dominated by invasive grasses. Also, there is no habitat suitable on site for any of the wildlife species in the surrounding area to utilize, and the project site is considered to be urbanized and fragmented from a wildlife corridor. Therefore, the Project will have no impact on any native or non-native vegetation, wildlife, and wildlife corridor connectivity. While the site is previously undisturbed, it is surrounded by development and therefore has no value as a 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*

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 reduce any potential impacts on noise and water to less than significant. The Project will also be governed by a haul route approval, if one is found to be necessary, under City Code requirements, which will regulate the route hauling trucks will travel, and the times at which they may leave the site, thereby reducing any potential traffic impacts to less than significant. In addition, due to the scope of the Project (single-family dwelling with less than 20,000 CY of grading) localized air quality impacts from the proposed project will be less than significant.

- (e) The proposed project has been reviewed by City staff, and can be adequately served by all required utilities and public services.*

The project site will be adequately served by all public utilities and services given that the scope of work is the development of a single-family home and an accessory dwelling unit, and the Project complies with the zoning for the site. Therefore, it can be found that the Project meets the qualifications of the Class 32 Exemption.