

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 VTT-84529-SL-HCA (Vesting Tentative Tract Map)	SCH NUMBER
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LEAD CITY AGENCY City of Los Angeles (Department of City Planning)	CASE NUMBER ENV-2024-4481-CE
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PROJECT TITLE 2649 – 2651 ½ West Waverly Drive	COUNCIL DISTRICT
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PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) 2649 – 2651 ½ West Waverly Drive, Los Angeles, CA 90039	<input type="checkbox"/> Map attached.
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PROJECT DESCRIPTION: A Vesting Tentative Tract Map for the subdivision of one (1) lot into six (6) small lots on an approximately 13,174 net square-foot lot after dedication. Lot 1 will consist of approximately 2,306 square-feet of lot area and contain approximately 2,706 square-feet of floor area. Lot 2 will consist of approximately 2,922 square-feet of lot area and will contain approximately 2,769 square-feet of floor area. Lot 3 will consist of approximately 1,996 square-feet of lot area and will contain approximately 2,506 square-feet of floor area. Lot 4 will consist of approximately 1,641 square-feet of lot area and will contain approximately 2,298 square-feet of floor area. Lot 5 will consist of approximately 1,673 square-feet of lot area and will contain approximately 2,295 square-feet of floor area. Lot 6 will consist of approximately 2,636 square-feet of lot area and will contain approximately 2,610 square-feet of floor area. Each single-family dwelling will contain two (2) covered parking spaces for a total of 14 parking spaces on the project site. contains 28 trees on-site, of which four (4) are protected trees. There are no trees in the right-of-way. The project proposes the removal of 23 non-protected trees, and one (1) protected tree. The project also includes the export of 3,071 cubic yards of earth.	<input type="checkbox"/> Additional page(s) attached.
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NAME OF APPLICANT / OWNER: Anat Attia, 2649 Waverly Dr LLC
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CONTACT PERSON (If different from Applicant/Owner above) Aaron Belliston, BMR Enterprises	(AREA CODE) TELEPHONE NUMBER EXT. (323) 839-4623
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EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)	
STATE CEQA STATUTE & GUIDELINES	
<input type="checkbox"/> STATUTORY EXEMPTION(S) Public Resources Code Section(s) _____	
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33) CEQA Guideline Section(s) / Class(es) <u>Section 15332 / Class 32</u>	
<input type="checkbox"/> OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b)) _____	

JUSTIFICATION FOR PROJECT EXEMPTION:	<input checked="" type="checkbox"/> Additional page(s) attached
<input checked="" type="checkbox"/> None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.	
<input type="checkbox"/> 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 Marie Pichay	STAFF TITLE City Planning Associate

ENTITLEMENTS APPROVED Vesting Tentative Tract Map
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JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-4481-CE

The City of Los Angeles has determined based on the whole of the administrative record, that substantial evidence supports that the Project, located at 2649-2651 West Waverly Drive, is exempt from CEQA pursuant to CEQA Guidelines Sections 15332, Class 32 (Urban Infill Development), and that none of the exceptions to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 apply.

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.

Project Description:

The project is for the demolition of the existing three (3) unit residential building and garage totaling 2,092 square feet, for the subdivision of one (1) lot with an approximate lot size of 13,174 net square-feet into six (6) lots for the construction, use, and maintenance of six (6) new single-family dwellings with six (6) attached Accessory Dwelling Units (ADUs). Lot 1 will consist of approximately 2,306 square-feet of lot area and contain approximately 2,706 square-feet of floor area. Lot 2 will consist of approximately 2,922 square-feet of lot area and will contain approximately 2,769 square-feet of floor area. Lot 3 will consist of approximately 1,996 square-feet of lot area and will contain approximately 2,506 square-feet of floor area. Lot 4 will consist of approximately 1,641 square-feet of lot area and will contain approximately 2,298 square-feet of floor area. Lot 5 will consist of approximately 1,673 square-feet of lot area and will contain approximately 2,295 square-feet of floor area. Lot 6 will consist of approximately 2,636 square-feet of lot area and will contain approximately 2,610 square-feet of floor area. Each dwelling will contain two (2) parking spaces within an attached garage, for a total of 12 covered parking spaces. The site contains 28 trees on-site, of which four (4) are protected trees. There are no trees in the

right-of-way. The project proposes the removal of 23 non-protected trees, and one (1) protected tree. The project proposes the export of 3,071 cubic yards of earth. As a development with a total of six (6) single-family dwellings and a tract map creating six (6) small lots, the project qualifies for the Section 15332, Class 32 (Urban Infill Development) categorical exemption.

The project site is zoned RD2-1VL and has a General Plan Land Use Designation of Low Medium II Residential. As shown in the case file, the project is consistent with the applicable Silver Lake – Echo Park – Elysian Valley 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 0.305 acres (14,119 square-feet of gross lot area). Surrounding properties are developed with single- and multi-family residential uses. The lot to the north, abutting the site to the rear, is zoned RD2-1VL-RIO and is vacant land. Lots to the east of the site are zoned RD2-1VL-RIO and are developed with single- and multi-family residences that range in height from one- to two-stories. Lots to the west of the site are zoned RD2-1VL-RIO and are developed with single- and multi-family residences that range in height from one- to two-stories. Lots to the south of the site, across Waverly Drive, are zoned RD2-1VL and are developed with single- and multi-family residences that range in height from one- to two-stories.

The subject 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. According to an arborist report prepared by James Komen, BCMA WE-9909B and RCA #555 of Class One Arboriculture, dated September 11, 2024, there are four (4) protected trees on site, of which one (1) is proposed for removal. Additionally, there are 24 other non-protected trees on-site, of which 23 are proposed for removal. There are no trees located in the right-of-way. As there are no approved right-of-way improvement plans, the project considered will assume the worst-case scenario of removal of all street trees. However, this analysis gives no rights to the applicant to remove any street tree. No street trees may be removed without prior approval of Urban Forestry based on compliance with LAMC Section 62.169 and 62.170 and applicable findings.

In conjunction with the construction of the apartment building, the Project submitted an application for a haul route for the export of approximately 3,071 cubic yards of earth.

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 and services given that the project is for the demolition of the existing three (3) unit residential building and garage totaling 2,092 square feet, for the subdivision of one (1) lot with an approximate lot size of 13,174 net square-feet into six (6) lots for the construction, use, and maintenance of six (6) new single-family dwellings with six (6) attached Accessory Dwelling Units (ADUs) will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions.

The City has considered whether the proposed Project is subject to any of the five (5) exceptions that would prohibit the use of a Class 32 Categorical Exemption as set forth in State CEQA Guidelines Section 15300.2. The five (5) exceptions to this Exemption are: (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 Hillside Area, BOE Special Grading Area (Map A-13372) and Landslide Area, 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. RCMs include:

- **RCM RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with 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.
- **RCM RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
 - ground stabilization
 - selection of appropriate foundation type and depths
 - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

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.

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

(a) Cumulative Impacts. *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 project is for the subdivision of one (1) lot into six (6) lots for the construction, use, and maintenance of six (6) single-family dwellings. Lot 1 will consist of approximately 2,306 square-feet of lot area and contain approximately 2,706 square-feet of floor area. Lot 2 will consist of approximately 2,922 square-feet of lot area and will contain approximately 2,769 square-feet of floor area. Lot 3 will consist of approximately 1,996 square-feet of lot area and

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The project also proposes the export of 3,071 cubic yards of earth. According to the Department of Building and Safety Haul Route Requests Status Table, there are no other haul route approvals or other haul route applications being processed within 500 feet of the subject site. The haul route approval will be subject to recommended conditions prepared by the Los Angeles Department of Transportation (LADOT) and considered by the Board of Building and Safety Commissioners. These conditions will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. Additionally, each project would be subject to the review of LADOT and the Bureau of Street Services and conditions of approval issued by the Board of Building and Safety Commissioners.

Staff conducted a ZIMAS Case Numbers Report using a 500-foot radius to assess the number of the same type of projects in the same place. At the time of writing this report, there were no other projects of the same type within the 500-foot radius. Thus, there is no cumulative impact of successive projects of the same type in the same place.

- (b) 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.*

The project is for the subdivision of one (1) lot into six (6) lots for the construction, use, and maintenance of six (6) single-family dwellings. The site is currently developed with a vacant three (3) unit residential building and garage totaling 2,092 square feet. According to an arborist report prepared by James Komen, BCMA WE-9909B and RCA #555 of Class One Arboriculture, on September 11, 2024 the site contains 28 trees on-site, of which four (4) are protected trees. There are no trees in the right-of-way. The project proposes the removal of 23 non-protected trees, and one (1) protected tree.

Surrounding properties are developed with single- and multi-family residential uses. The lot to the north, abutting the site to the rear, is zoned RD2-1VL-RIO and is vacant land. Lots to the east of the site are zoned RD2-1VL-RIO and are developed with single- and multi-family residences that range in height from one- to two-stories. Lots to the west of the site are zoned RD2-1VL-RIO and are developed with single- and multi-family residences that range in height from one- to two-stories. Lots to the south of the site, across Waverly Drive, are zoned RD2-1VL and are developed with single- and multi-family residences that range in height from one- to two-stories. The size of the proposed project, which contains an approximate total of 15,184 square-feet of floor area on an approximately 13,174 net square-foot lot, following dedication, will result in a Floor Area Ratio (FAR) of approximately 1.54:1 on a site that is permitted to have a maximum FAR of 3:1. The project's size and height is not unusual for the vicinity of the subject site, and is similar in scope to other existing residential uses in the area.

The subject site is in a Very High Fire Hazard Severity Zone (VHFHSZ). This does not support an unusual circumstance as the City has thousands of similar developments of the same size and scale in VHFHSZ. Additionally, the existing regulatory compliance measures will ensure there is no potential for an impact. Such areas are subject to existing emergency plans and regulations that govern development in fire hazards areas:

- Adopted emergency response plans and emergency evacuation plans applicable to the City of Los Angeles, include the City of Los Angeles Emergency Operations Plan and the Los Angeles County Operational Area Emergency Response Plan (OAERP). The OAERP defines responsibilities and provides guidance to agencies and jurisdictions within the County Operational Area on how to interface with the Operational Area Coordinator during emergencies and disasters. The City's Emergency Operations Plan and Annexes identify roles, responsibilities and required actions for various City departments, particularly LAFD and the LAPD. In addition to their emergency response plans, both the City and County also designate Disaster Routes, which are freeway, highway or arterial routes pre-identified for use during emergencies. Disaster routes are not the same as evacuation routes. The Evacuation Annex of the City's Emergency Operation Plan provides that "[p]rimary evacuation routes consist of the major interstates, highways, and primary arterials within the City and Los Angeles County." Disaster routes are used to bring emergency personnel, equipment, and supplies to impacted areas, while evacuation routes are used to move an affected population out of an impacted area. The closest County-designated primary (i.e. freeway) Disaster Route to the project site is the Interstate 5.
- Hillside Development Construction Traffic Management Plan. Developments in a hillside area are required to prepare a Construction Traffic Management Plan, subject to review and approval by the Department of Transportation (LADOT). A key feature of the construction management plan is ongoing coordination with the City and emergency service providers throughout the entire construction period to ensure adequate access is maintained to the project site and neighboring residences at all times. The construction management plan also requires the contractor to maintain access for land uses in proximity to the project site during construction, to minimize obstruction of through traffic lanes on surrounding public streets, and coordination of construction activity with related projects to further minimize construction traffic impacts. A Construction Traffic Management Plan is required for new land use development projects requiring a discretionary entitlement proposed in hillside communities on streets less than 24-feet wide (on any roadway segment used by the project for hauling materials and equipment). The Preliminary Referral Form for Baseline Hillside Ordinance completed by the Department of Building and Safety/Public Works on January 16, 2024 reports that the roadway width for Waverly Drive is 30 feet. Therefore, a Construction Traffic Management Plan is not required.
- Fire, Building, and Zoning Code. Properties in VHFHSZs must comply with the requirements of Fire Code Section 57.322, which requires brush clearance within 200 feet of any structure. LAFD performs microenvironment weather analysis to check for irregular weather patterns and changes, which alerts LAFD to conditions such as windy days combined with low humidity. LAFD uses a Burning Index to determine when to call a Red Flag Day. A Red Flag Day is when the potential for a fast-moving brush fire is extremely high, when wind speeds are 25 mph or more and the humidity is 15 percent or less. On those days, illegally parked cars in VHFHSZ areas may be towed if their presence would

prevent roadway access needed by LAFD. LAFD also has a significant air response ready to deploy, including water-dropping helicopters, and the mission of LAFD Air Operations includes brush fire suppression. LAFD also has access to additional helicopters, fixed-wing aircraft, bulldozers, and fire engines through mutual aid agreements with the state, County, and other cities in the region. In addition to attacking wildfires from the sky, LAFD also has ground resources such as fire engines and trucks.

Chapter 33 of the City's Fire Code provides requirements designed to reduce risk of fire ignition during construction. These include, but are not limited to, prohibition of smoking except in areas approved by the LAFD, refueling of equipment in appropriate locations, preparation of a fire prevention program, and designation of fire watch personnel during occurrence of hazardous construction activities. The Fire Code (LAMC Section 57.4906.5.2) also requires the management of hazardous vegetation and fuel, as well as maintenance of defensible space in wildland-urban interface areas. The Fire Code also includes regulations that address building materials and construction methods for construction in VHFHSZs, that are intended to reduce exterior wildfire exposure.

- Low Impact Development (LID) is a stormwater management strategy that seeks to mitigate the impacts of increases in runoff and stormwater pollution as close to its source as possible. LID comprises a set of site design approaches and Best Management Practices (BMPs) that promote the use of natural systems for infiltration, evapotranspiration, and use of stormwater. These LID practices can effectively remove nutrients, bacteria, and metals from stormwater while reducing the volume and intensity of stormwater flows. With respect to urban development and redevelopment projects, it can be applied onsite to mimic the site's predevelopment drainage characteristics. Through the use of various infiltration techniques, LID is geared towards minimizing surface area that produces large amounts of runoff and does not allow water to infiltrate into the ground. Where infiltration is infeasible, the use of bioretention, rain gardens, vegetated rooftops, and rain barrels that will store, evaporate, detain, and/or treat runoff can be used. A preliminary LID review was completed by the Bureau of Sanitation through the LID Planning Case Referral Form no. 1432, dated January 12, 2024. According to the referral form, the project is required to provide calculations for capture and use, in accordance with Appendix F of the City of LA LID Handbook. If that is deemed infeasible, the project will be required to provide a biofiltration BMP, per the requirements of the LID Handbook.

Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

- (c) **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.*

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, located approximately 24 miles to the northwest of the site. Therefore, the project will not result in damage to any 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, and this exception does not apply.

- (d) Hazardous Waste.** *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.*

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 within 1,000 feet of the project site.

- (e) Historic 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.*

The subject site has not been identified as a historic resource by local or state agencies, and the 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. 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.