

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.

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| PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS ZA-2024-4840-CU1-HCA | SCH NUMBER |
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| LEAD CITY AGENCY City of Los Angeles (Department of City Planning) | CASE NUMBER ENV-2024-4841-CE |
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| PROJECT TITLE 4022 North Harriman Avenue | COUNCIL DISTRICT 14 - Jurado |
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| PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) 4022 North Harriman Avenue, Los Angeles, CA 90032 | <input type="checkbox"/> Map attached. |
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| PROJECT DESCRIPTION: The construction, use, and maintenance of a new proposed two-story, 1,806-square-foot single-family dwelling with an attached two-car garage, a new one-story, 604-square-foot detached Accessory Dwelling Unit (ADU), and two freestanding retaining walls on an approximately 7,506.5-square-foot lot fronting Harriman Avenue, a Substandard Hillside Street. The single-family dwelling is approximately 19 feet and 2 inches in height. The project will have a third, uncovered parking space for the ADU, which is approximately 10 feet and 2 inches in height. The north retaining wall measures 5 feet in height and 55 feet and 6 inches in length. The east retaining wall measures 4 feet and 9 inches in height and 49 feet and 4 inches in length. There are no protected trees on the property. The proposed grading involves approximately 74.3 cubic yards of cut, 313.5 cubic yards of fill, and export of 239.2 cubic yards of soil. There are no protected trees on site or in the adjacent public right-of-way. | <input type="checkbox"/> Additional page(s) attached. |
|---|---|

NAME OF APPLICANT / OWNER:
Jaime Meza & Hye Jung Kim

| | |
|---|---|
| CONTACT PERSON (If different from Applicant/Owner above) Martin Blas, Yakov Design | (AREA CODE) TELEPHONE NUMBER EXT. (323) 374-7245 |
|---|---|

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 3)
CEQA Guideline Section(s) / Class(es) Section 15303 / Class 3

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 the 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.

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.

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| CITY STAFF USE ONLY: | |
| CITY STAFF NAME AND SIGNATURE Dominic Gonzalez  | STAFF TITLE Planning Assistant |

ENTITLEMENTS APPROVED
Class 1 Conditional Use Permit, Housing Crisis Act

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

VACANT
VICE-PRESIDENT

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MARTINA DIAZ
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**CITY OF LOS ANGELES
CALIFORNIA**



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DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-4841-CE

The Planning Department has determined that the California Environmental Quality Act (CEQA) of 1970 and the State CEQA Guidelines designate the subject project as *Categorically Exempt* under Article 19, Section 15303, Class 3 (*New Construction or Conversion of Small Structures*). The proposed project is located at 4022 North Harriman Avenue.

Project Description

The construction, use, and maintenance of a new proposed two-story, 1,806-square-foot single-family dwelling with an attached two-car garage, a new one-story, 604-square-foot detached Accessory Dwelling Unit (ADU), and two freestanding retaining walls on an approximately 7,506.5-square-foot lot fronting Harriman Avenue, a Substandard Hillside Street. The single-family dwelling is approximately 19 feet and 2 inches in height. The project will have a third, uncovered parking space for the ADU, which is approximately 10 feet and 2 inches in height.

The north retaining wall measures 5 feet in height and 55 feet and 6 inches in length. The east retaining wall measures 4 feet and 9 inches in height and 49 feet and 4 inches in length. There are no protected trees on the property. The proposed grading involves approximately 74.3 cubic yards of cut, 313.5 cubic yards of fill, and export 239.2 cubic yards of soil. The related case number is ZA-2024-4840-CU1-HCA. There are no Protected Trees on site or in the adjacent public right-of-way.

Exceptions Narrative for Categorical Exemption

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Class 15303 and 15332: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

The site is zoned [Q]RE20-1D-HCR and has a General Plan Land Use Designation of **Very Low Residential**. While the subject site is located a Hillside area, Special Grading Area (BOE Basic Grid Map Act A-13372), Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, and is located approximately 2.66 kilometers from the Raymond Fault 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 requirements to

conform with the California Building Code and the City's Landform Grading Manual. 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 Geology and Soils Report Approval Letter dated October 6, 2022 (Log #110719-02) for the proposed project. Thus, the location of the project will not result in a significant impact based on its location.

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.¹ 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."² 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 Pasadena Freeway (State Route 110).³
- Hillside Development Construction Traffic Management Plan. Development 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 was prepared for the project and was approved by the LADOT on November 13th, 2024.
- 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

¹ OAERP, p. 20

² Los Angeles Base Emergency Operations Plan 2023, October 2020 [Evacuation Functional Support Annex](#) p. 17

³ <https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Central%20Area.pdf>

combined with low humidity. LAFD uses a Burning Index⁴ to determine when to call a Red Flag Day.⁵ 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.⁶ 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.

With regard to potential cumulative impacts during the construction phase of the project, there may be active construction activity in the vicinity of where the subject property is located at the same time that the project undergoes construction. However, Regulatory Compliance Measures will help ensure that cumulative impacts related to construction activity are addressed. The City's Department of Transportation (LADOT) staff reviewed and approved the project's Hillside Construction Traffic Management Plan on November 13, 2024. Therefore, it can be determined that the subject project will have no cumulative impact on the City's circulation system.

As mentioned, the project proposes the construction, use, and maintenance of a new, two-story, 19-foot 2-inch in height, 1,806-square-foot single-family dwelling with an attached two-car garage, a new, one-story, 10-foot 2-inch in height, 604-square-foot detached Accessory Dwelling Unit, and two freestanding retaining walls. The properties adjacent to the site are zoned [Q]RE20-1D-HCR and consist of vacant land and a single-family dwelling. Properties on the other side of the street to the west are zoned [Q]R1-1D-HCR. Some of the surrounding properties are developed with single-family dwellings but in the vicinity, the lots are primarily vacant land zoned for single-family residential development. In the surrounding vicinity, some lots are developed with single-family residences, although the lots are primarily vacant. The subject site is of a similar size and slope to nearby properties. The project proposes a Residential Floor Area of 1,806 square feet on a site that is permitted to have a maximum RFA of approximately 2,562 square feet per the slope band analysis prepared by Licensed Land Surveyor Mohamad Molai, dated October 4, 2024. The project heights are not unusual for the vicinity of the subject site and is similar in scope to other existing low residential uses in the area. The project will be subject to 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.

Prior to any work on the adjacent public 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-

⁴ A Burning Index is a number used by the National Oceanic and Atmospheric Administration to describe the potential amount of effort needed to contain a single fire in a particular fuel type within a rating area

⁵ LAFD, <https://ers.lafd.org/redflag/>, accessed March 4, 2025

⁶ LAFD, <https://www.lafd.org/about/special-operations/air-operations>, accessed March 4, 2025.

way improvement plan and for purposes of conservative analysis under CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note that street trees and protected trees shall not be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161-62.171. At the time of preparation of this environmental document, no approvals have been given for any tree removals on-site or in the right-of-way by BPW. A Tree Letter dated May 1, 2025, prepared by Dennis Gaudenti, ISA Certified Arborist, #WE-1159A, states there are no protected trees on site or in the public right-of-way. A Biologist's Report dated September 17, 2024, prepared by Marcus C. England, Principal Biologist, states there are no biological resources or mountain lion habitat on the project site. 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 proposed project is located approximately 24 miles away from Topanga State Park, therefore, the project site will not create any impacts within a designated state scenic highway. 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, the subject site is not identified as a hazardous waste site. The project site and existing single-family residence have 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.