COUNTY CLERK'S USE

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OFFICE OF THE CITY CLERK
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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-2025-5568-CDO-HCA / Community Design Overlay Director Determination

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2025-5569-CE
PROJECT TITLE	COUNCIL DISTRICT
3745 East Aguilar Street	CD 13 – Soto-Martinez

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
3745 East Aguilar Street

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
The proposed project is for the construction of a new 2,685 square foot, three (3)-story single-family dwelling with an attached 335 square foot garage (including 53 square feet of garage covered area). The project also includes the construction of an attached 489 square foot Accessory Dwelling Unit (under separate Administrative Review), located on a 7,405 square foot lot in the R1-1-CDO-HCR Zone. Per the Tree Report prepared by Lisa Smith, Consulting Arborist (#464) on June 19, 2025, there is one (1) Protected Tree on-site and two (2) Protected Trees off-site that will remain. There is one (1) non-Protected tree on-site that is proposed for removal.

NAME OF APPLICANT / OWNER:
Sara Molina Pedraza and Carolina Molina Arango

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Moura Architecture, Ricardo Moura	(310)309-0102

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) **CEQA Guidelines 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

The project is exempt because it involves the development of [additions to existing structures/up to three single family homes or 6 multi-family units]. None of the exceptions to the Categorical Exemption Under CEQA Guidelines Section 15300.2 applies to the proposed project. (a) Location: The project is located within the hillside area but not located within the Santa Monica Mountains Zone, as analyzed in ZIMAS on November 19, 2025, the subject site does not contain an officially mapped environmental resource of hazardous or critical concern. (b) Cumulative Impact: Per ZIMAS, the LADBS Haul Route Status Table, and Navigate LA, there are no concurrent approved or pending projects or haul routes within the same place of the project site. The proposed Project will not result in significant cumulative impacts from successive projects of the same type in the same place. (c) Significant Effect: The project will not have a significant effect on the environment due to unusual circumstances. Most adjacent lots are developed with single-family dwellings, and the subject site is of similar size and slope to nearby properties. The project site is located in a typical urbanized area of the Northeast Community Plan, and the project would be consistent with the designated zoning and would adhere to all requirements of the LAMC, with the approval of Community Design Overlay Director Determination. The project is not unusual for the vicinity of the site, and is similar in scope to other existing residential uses in the area. Furthermore, there is not a reasonable possibility that the project would have a significant effect on the environment due to unusual circumstances. The project site is located in the Very High Fire Hazard Severity Zone. (d) Scenic Highways: The project is not in the vicinity of a state scenic highway and will not damage scenic resources in a state scenic highway. (e) Hazardous Waste Sites: The project site is not on a list compiled pursuant to Government Code Section 65962.5 related to hazardous waste sites. (f) Historical Resources: Per ZIMAS, SurveyLA, and/or Historic Places LA, the project site is not identified or eligible as a historical resource. The project will not cause a substantial adverse change in the significance of a historical resource.

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project; no unusual circumstance is found.

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	STAFF TITLE
Andrea Magaña Withers *Andrea Magana Withers*	Planning Assistant

ENTITLEMENTS APPROVED
Community Design Overlay Director Determination

DISTRIBUTION: County Clerk, Agency Record Rev. 9-17-2025

DEPARTMENT OF CITY PLANNING

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(213) 978-1300

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JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2025-5569-CE

The Department of City Planning (DCP) determined that the City of Los Angeles Guidelines for the implementation of 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)*, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. This project is located at 3745 East Aguilar Street.

Project Description

The proposed project is for the construction of a new 2,685 square foot, three (3)-story single-family dwelling with an attached 335 square foot garage (including 53 square feet of garage covered area). The project also includes the construction of an attached 489 square foot Accessory Dwelling Unit (under separate Administrative Review), located on a 7,405 square foot lot in the R1-1-CDO-HCR Zone. As the construction of a new single-family dwelling, the project qualifies for the Class 3 Categorical Exemption.

The site is zoned R1-1-CDO-HCR and has a General Plan Land Use Designation of Low Residential. As shown in the case file, the project is consistent with the applicable Northeast Los Angeles 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 0.17 acres (7,405 square feet). Lots adjacent to the subject site are vacant or developed with single-family dwellings and therefore is not, and has no value as, a habitat for endangered, rare or threatened species.

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 R1-1-CDO-HCR and has a General Plan Land Use Designation of Low Residential. While the subject site is located within a Special Grading Area (BOE Basic Grid Map A-13372), Urban Agriculture Incentive Zone, Very High Fire Hazard Severity Zone, Liquefaction area and is located within the Hollywood Fault, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in the 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. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Thus, the location of the project will not result in a significant impact based on its location.

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 proposed project did not meet the threshold for requiring a Construction Traffic Management Plan as determined by the City's Department of Transportation (LADOT). 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. Therefore, the subject project will have no cumulative impact on the City's circulation system.

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 State Route 110.[3]

- 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[4] 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

[1] OAERP, p. 20
[2] Los Angeles Base Emergency Operations Plan 2023, October 2020 Evacuation Functional Support Annex p. 17
[3] https://pw.lacounty.gov/dsg/disasterroutes/map/Los%20Angeles%20Central%20Area.pdf
[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

> 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.
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> 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

The project proposes the construction of a new 2,685 square foot, three (3)-story single-family dwelling with an attached 335 square foot garage (including 53 square feet of garage covered area for a maximum floor area of 3,020 square feet (excluding the ADU) on a site that is permitted to have a maximum floor area of approximately 3,021.70 square feet per the floor area ratio allowed in the R1-HCR-CDO zone. A three (3)-story dwelling is not unusual for the vicinity of the subject site and is similar in scope to other existing single-family dwellings in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment.

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-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. According to the Tree Report prepared by Lisa Smith, Certified Arborist (#464) on June 19, 2025, there is one (1) Protected Tree on-site and two (2) Protected Trees off-site that will remain. There is one (1) non-Protected Tree on-site that is proposed for removal. 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 34 miles to the east of Topanga State Park. Therefore, the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the

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

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 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.