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CITY OF LOS ANGELES

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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
VTT-83570-HCA / Vesting Tentative Tract Map

SCH NUMBER

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

CASE NUMBER
ENV-2025-725-CE

PROJECT TITLE
17540 West Kingsbury Street Subdivision

COUNCIL DISTRICT
12 – Lee

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)
17540 West Kingsbury Street

Map attached.

PROJECT DESCRIPTION:
The Project involves the subdivision of one (1) lot into five (5) ground lots for the construction, use, and maintenance of five (5) two-story single-family homes with attached garages (one single-family home per lot). Each proposed single-family home will have a two-car garage resulting in a total of 10 automobile parking spaces. Access to each of the five (5) proposed lots and the two-car garages will be provided through a private street accessible from West Kingsbury Street. The Project site contains 25 on-site trees and one (1) street tree located adjacent to the project site. One (1) tree located on-site is identified as a protected tree. With the proposed Vesting Tentative Tract Map, the project will remove 19 non-protected trees on-site. The Project will not remove any protected trees or shrubs.

Additional page(s) attached.

NAME OF APPLICANT / OWNER:
Venancio Valencia Jr., Estelle Catbagan

CONTACT PERSON (If different from Applicant/Owner above)
Armin Gharai, GA Engineering Inc.

(AREA CODE) TELEPHONE NUMBER | EXT.
(818) 634-6327

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) Section 15332, Class 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

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
David Woon

STAFF TITLE
Planning Assistant

ENTITLEMENTS APPROVED
Vesting Tentative Tract Map

DISTRIBUTION: County Clerk, Agency Record
Rev. 1-30-2025

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

PRISCILLA CHAVEZ
MARTINA DIAZ
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ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

October 27, 2025

Venancio Valencia Jr., Estelle
Catbagan (A/O)
17540 Kingsbury Street
Los Angeles, CA 91344

Armin Gharai (R)
GA Engineering Inc
6747 Odessa Avenue, Unit #204
Van Nuys, CA 91352

RE: Case No.: VTT-83570-HCA
Address: 17540 West Kingsbury Street
Community Plan: Granada Hills -
Knollwood
Zone: R1-1XL-RFA
Council District: 12 - Lee
CEQA No.: ENV-2025-725-CE

RE: ENV-2024-5660-CE (Categorical Exemption - Class 32)

The subject property is comprised of a single flat lot with a total lot area of approximately 45,100 square feet (1.04 acres) in the Granada Hills community. The project site has a frontage of approximately 110 along West Kingsbury Street and depth of approximately 410 feet. The property is currently developed with a single-family house and accessory structures.

The project site is zoned R1-1XL-RFA and is located within the Granada Hills - Knollwood Community Plan with a General Plan Land Use Designation of Low II Residential. The site is located within the Old Granada Hills Residential Floor Area Overlay District, an Urban Agriculture Incentive Zone, Urban and Built-up Land, High Wind Velocity Area, a High Tax Credit Allocation Committee (TCAC) Opportunity Area, and is within 3.51 kilometers from the Northridge Fault. The site is also located outside a flood zone.

The project site is located in an urbanized neighborhood bound by West Kingsbury Street to the north and single-family residences in the east, west, and south. Surrounding properties are zoned R1-1XL-RFA and R2-1.

The proposed project involves the subdivision of one (1) lot into five (5) ground lots for the construction, use, and maintenance of five (5) two-story single-family homes with attached garages (one single-family home per lot). Each proposed single-family home will have a two-car garage resulting in a total of 10 automobile parking spaces. Access to

each of the five (5) proposed lots and the two-car garages will be provided through a private street accessible from West Kingsbury Street.

The project is requesting the following discretionary actions:

1. Pursuant to Los Angeles Municipal Code (LAMC) Sections 17.03 and 17.15, a Vesting Tentative Tract Map to allow for the subdivision of a single lot into five ground lots for the construction of five single-family residences.
2. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation, on-site 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 which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

1. A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following five 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 the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Granada Hills – Knollwood Community Plan Map designates the property for Low II Residential land uses with the corresponding zone R1. The project site is zoned R1-1X-RFA and is thus consistent with the land use designation.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Granada Hills – Knollwood Community Plan and Framework Element as discussed below.

Goal LU1: Complete, livable and quality neighborhoods throughout Granada Hills-Knollwood that provide a variety of housing types, densities, forms and design, and a mix of uses and services that support the needs of residents.

Goal LU2: Residential neighborhoods that enhance the pedestrian experience and exhibit the architectural characteristics and qualities that distinguish Granada Hills-Knollwood.

Policy LU2.2: Neighborhood Compatibility. Require development, new structures, and additions to be compatible with the suburban characteristics and qualities of existing residential neighborhoods and dwelling units with regard to scale, mass, building orientation, heights, setbacks, and entrances, topography, parking arrangement, landscaping, and parkways.

Goal LU6: Low density single-family neighborhoods that provide quality residential environments for a diversity of households and new housing opportunities that maintain the existing low-density residential character and semi-rural, suburban lifestyle that has long characterized Granada Hills-Knollwood.

Goal LU7: New parcel maps, subdivision tracts, and small lot subdivisions which are compatible with the environment and surrounding development pattern and overall neighborhood character with respect to density, lot size and width, grading, setbacks, orientation, streetscape, and circulation.

Policy LU7.1: Lot Consistency. Transition new development with regards to lot size and width so that new lots are compatible with existing adjacent lots and surrounding neighbors. Lots may be increased in size so as to more closely conform to the size of existing contiguous lots or nearby parcels.

The project involves the subdivision of one (1) lot into five (5) lots to allow the construction, use, and maintenance of five (5) single-family homes. The project would demolish the existing single-family house and accessory structures and construction five (5) two-story homes with an attached two-car garage accessible from a private street off of West Kingsbury Street. In total, the five (5) single-family homes will provide 10 parking spaces. The project will provide new homeownership opportunities in the community with a net increase of four (4)

dwelling units while being consistent with the zoning and development standards of the R1-1XL-RFA zoning of the project site. As such, the project site will be consistent with the low-density residential character of the surrounding neighborhood.

The proposed project is consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;

Policy 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.

Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit;

Policy 2.2.1 Provide incentives to encourage integration of housing with other compatible land uses.

The applicant proposes the subdivision of one (1) lot into five (5) lots to allow the construction of five (5) single-family homes. This will contribute to a net increase of four (4) dwelling units in the community.

The project site is located within approximately 500 feet from West Chatsworth Street which functions as a mixed-use, east-west corridor that provides access to a variety of residential and commercial uses. Along West Chatsworth Street are bus stops that service Metro Local Bus Line 237. This bus line provide commuters access to housing, job centers, schools, and communities amenities across the City. Therefore, the proposed housing development project will complement the surrounding land uses and transportation infrastructure.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 2.3

Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The project will incorporate the required street and street lighting improvements along West Kingsbury Street and the proposed private street to create a safe and comfortable pedestrian experience that is consistent with the goals of the Mobility Plan 2035.

As detailed above, the project substantially conforms with the goals and policies of the Granada Hills – Knollwood Community Plan, the General Plan’s Housing Element, and the Mobility Plan 2035.

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

The proposed development is wholly within the City of Los Angeles and is on an approximately 1.04-acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of housing and commercial development, schools, community facilities, streets, and public transit infrastructure. The proposed project will be consistent with the developments in the area, in compliance with subsection b.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in an established and urbanized area within the Granada Hills – Knollwood Community Plan area. The subject property is currently developed with a single-family house and accessory structures. The project site is located within the Granada Hills neighborhood developed with a variety of residential, commercial, office, and public facility uses (i.e. community centers, religious institutions, cemetery, schools, and hospitals). Surrounding the neighborhood are other highly urbanized neighborhoods developed with similar land uses. The project site is not within or near any listed significant ecological areas, nor will it remove any protected trees. Based on the Tree Report dated November 26, 2021, there are 25 trees located on the project site and one (1) street tree located adjacent to the project site. One (1) tree located on-site is identified as a protected tree. With the proposed Vesting Tentative Tract Map, the project will remove 19 non-protected trees on-site. The owner of the project site completed and signed an Owner’s Declaration of Biological Resources, dated December 2, 2024, confirming that the project site does not contain any water resources, any other sensitive/special resources, and will not remove any protected trees and shrubs. Due to the project’s existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. 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

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The project proposes the subdivision of one (1) lot into five (5) lots to allow for the construction of five (5) single family homes. The existing single-family house and accessory structures will be removed resulting in a net increase of four (4) dwelling units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips. Based on the City of Los Angeles VMT (Vehicle Miles Traveled) Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers' (ITE's) Trip Generation, 10th Edition manual, the project does not exceed the CEQA Screening Threshold with more than 250 daily trips. On November 20, 2025, LADOT completed the Transportation Study Assessment Form (see *Appendices*) concluding that the project would result in a net increase of 30 daily trips and therefore would not exceed the 250 daily trips significance threshold. In addition, they concluded that a VMT Analysis, Access, Safety, and Circulation Evaluation, and Access Assessment were not required. Therefore, the proposed Project will not generate enough trips to require a transportation analysis and the project will not have a significant impact relating to traffic. As a result, the project will not have a significant impact relating to traffic.

Noise

In regard to noise, a significant impact would occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies.

A Noise Study assessing the noise impacts associated with the construction and operation of the proposed project was completed by CAJA Environmental Services, LLC in September 2025. To determine the existing ambient exterior noise levels, measurements were taken at two (2) locations within the project area vicinity to determine the ambient noise conditions of the neighborhood near sensitive receptors which include residential uses. Four (4) sensitive receptor sites, including the project site, were identified in the noise analysis. These sensitive receptors include residences along Kingsbury Street, Shoshone Avenue, and San Jose Street. Measurements taken at these locations were selected to determine the ambient noise conditions that could be most impacted by construction and operational activities. Existing ambient noise levels are contributed by vehicle traffic and non-ducted air conditioners that are wall-mounted to existing structures. Using the thresholds from the State CEQA Thresholds Guidelines, the Noise Study

concluded that the project would comply with the City's existing noise regulations and thus construction and operational noise impacts would be less than significant.

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.

Construction-related noise impacts associated with the proposed project would be temporary, intermittent, and typical. Sources of construction-related noise impacts include on-site construction equipment and the on-site staging of construction trucks. A conservative impact analysis was conducted which assumes the simultaneous operation of construction equipment at a given time at a stationary position. In most instances, several but not all construction equipment would operate simultaneously and some equipment would move throughout the project site. The use of heavy-duty equipment such as excavators and dozers are mobile in nature, therefore they will not always operate at a steady-state mode full load. Therefore, the calculated noise levels at each sensitive receptor represents a worst-case evaluation. Based on the guidelines from the Department of City Planning, the threshold for on- and off-site construction noise during daytime hours 7:00 a.m. and 7:00 p.m., Monday – Friday and 8:00 a.m. and 6:00 p.m. on Saturdays is 80 dBA, and noise levels shall not exceed 5 dBA above the ambient noise level at any sensitive receptor for construction activities that occur between 7:00 p.m. and 7:00 a.m., Monday – Friday and 6:00 p.m. and 8:00 a.m., on Saturdays. With the construction of the project being approximately 18 months, construction activities pertaining to the project shall not exceed the significance thresholds at any sensitive receptor. Project construction will take place between 7:00 a.m. and 7:00 p.m., Monday through Friday and will not exceed the 80 dBA threshold at sensitive uses, with the maximum construction noise level projected to occur at sensitive receptor site 1 at 74.1 dBA. Therefore, the Project will not result in significant on- and off-site construction noise impacts.

The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. The project would comply with the City's existing noise regulations which include noise level thresholds and the implementation of project features required by LAMC Section 112.05, as well as the permitted hours for construction activities restricted by LAMC Section 41.40. To ensure construction noise impacts will not exceed the significance threshold for on-site construction activities, the project will comply with the following hours of construction and demolition in accordance with LAMC Section 41.40 and will incorporate noise control strategies and regulatory compliance measures required by the City's Department of Building and Safety and Noise Ordinance to reduce noise levels:

- Comply with LAMC Section 41.40, which restricts construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday and national holidays with no construction permitted on Sunday.
- Comply with the City's Building Regulations Ordinance No. 178,048 (LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor or owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and the Applicant's telephone number where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

In addition, the project will incorporate the applicable noise-related Environmental Protection Measures (EPMs) as described in the City's Construction Noise and Vibration: Updates to Thresholds and Methodologies document (dated August 2024). These include: Noise Shielding and Muffling (NV1-1), Enclosure or Screening of Outdoor Mechanical Equipment (NV1-3), Location of Construction Staging Areas (NV1-4), Temporary Walls (NV1-5), and the preparation of a Noise Study (NV1-6).

Regarding off-site construction noise impacts, the primary source would come from the volume of vehicle trips in which worker, haul, and vendor trucks work on the site, export soil, and deliver supplies to the site. This would represent about 16.4 percent of traffic volumes on Cesar Chavez Avenue. Because the project's construction-related trips would not cause a doubling in traffic volumes, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, and would not exceed 80 dBA at the analyzed sensitive uses near the project site. Therefore, project noise impacts related to construction traffic would be less than significant.

In August 2024, the City updated the construction noise and vibration thresholds used by the Department of City Planning in assessing environmental impacts of projects in accordance with CEQA (Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024). The Update acknowledges that the previous construction noise thresholds, including the 5 dBA threshold over existing ambient conditions, have proven to be overly sensitive and has resulted in impact conclusions that are not supported with substantial evidence. With regard to Daytime Construction Noise Thresholds, the Update dictates that there is no longer a numerical threshold above ambient noise levels for construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays. The Noise Analysis prepared for this Project does not account for the recent updates to construction noise thresholds, however based on these new thresholds the Noise Analysis provides a more conservative

assessment of the Project's construction activities impacts and the project will not result in a significant construction-related noise impact.

Upon completion and operation of the project, operational noise would be generated by mechanical equipment (including rooftop HVAC systems, transformer, mechanical and plumbing rooms, electrical vault, and elevator equipment), parking-related activities, human conversation, trash collection, and landscape maintenance. The project would comply with the City's noise regulations regarding these sources of noise, including LAMC Section 112.02 which prohibits HVAC units and other mechanical equipment from exceeding ambient noise levels by more than 5 dBA. The project will likely include outdoor mechanical equipment for cooling each of the proposed five (5) single-family houses. Equipment could include ground-mounted air conditioners which may generate a sound power between 51 and 76 dBA. Noise impacts from ground-mounted mechanical equipment on nearby sensitive receptors would be negligible as these units will not have a direct line-of-sight to each of the proposed residences or off-site sensitive receptors.

Regarding noise impacts associated with parking-related activities, the majority of parking-related noise impacts would come from vehicles traveling to and from on-street parking spaces near the project site with incremental noise from tire friction, minor engine acceleration, door slamming, and car alarms. These noise impacts will be negligible considering their relative infrequency, distribution throughout the neighborhood, and the prevailing noise from on-street traffic.

Regarding noise impacts associated with human conversation, trash collection, and landscape maintenance, the majority of these activities will be temporary and intermittent. Human conversation from the project site will predominately take place within the enclosed residential building and may also take place within the outdoor private balconies and common open space areas. Trash collection and landscape maintenance will take place along the street level and could be comparable to that associated with the existing residences on the project site.

Based on the on-site operational activities studied in the Noise Study, the project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, overall, the project will not result in any significant permanent effects relating to noise.

Air Quality

An Air Quality Technical Report evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared in September 2025 by CAJA Environmental Services, LLC. The Study compares the potential construction and operations emissions of criteria pollutants associated with the project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. In addition, the study considers sensitive receptors

defined as land uses or other types of population groups that are more sensitive to air pollution than others, i.e., children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. Various sensitive receptors were identified in the Air Quality Technical Report, including four (4) residential uses surrounding the project site. The project's emissions were estimated using the CalEEMod 2022.1.1.30 model provided by SCAQMD and monitored the following emissions: VOC, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}.

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 regulating emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2022 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 involves the subdivision of one (1) lot into five (5) lots for the development of five (5) single-family houses and would not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

Emissions associated with the project's construction phase include construction workers traveling to and from the project site, demolition, site preparation, grading, trenching, building construction, and architectural coating. The Air Quality Technical Report concluded that the project will not exceed daily emission thresholds for the criteria pollutants analyzed at the regional level nor exceed local emission thresholds (localized significance thresholds (LSTs) for the Central Los Angeles source receptor area (SRA)). Operational activities associated with the project resulting in the release of pollutant emissions are categorized between three source categories: mobile (vehicle use), area (on-site maintenance, landscaping, and the use of natural gas), and energy (off-site electricity generation). Based on the estimated regional and localized daily operational emissions, operational activities will not exceed SCAQMD's regional significance thresholds for VOC, NO_x, SO_x, CO, PM₁₀, and PM_{2.5} or localized significance thresholds for NO_x, CO, PM₁₀, and PM_{2.5}.

As such, regional and localized emissions related to construction and operational activities will not exceed SCAQMD thresholds and the project will have a less than significant air quality impact.

Regarding odor, the project will not result in activities that create objectionable odors. Any objectionable odors produced from the project will be short-term in nature and shall be regulated by SCAQMD Rule 402 – Nuisances. Odor may be produced during the construction phase of the project and will be short-term in nature. The project does not involve land uses that are more likely to produce odors, such as the conversion of agricultural land to residential land uses, and the project does not contain any active manufacturing activities. As a result, Project odor impacts will have a less than significant impact.

Similarly, construction-related toxic air contaminant (TAC) impacts will be less than significant given the limited number of heavy-duty construction equipment that will

be utilized during this phase. The project's primary source of these potential air toxics would derive from the combustion of diesel fuels resulting in the emission of diesel particulate matter. Based on the estimated magnitude of diesel particulate matter emissions during the construction phase (largely correlated with PM 2.5), the project will not result in substantial pollutant concentrations at off-site sensitive receptors nor will they exceed SCAQMD Mass Daily Thresholds. Project compliance with the CARB anti-idling measure, which limits idling to no more than 5 minutes at any location for diesel-fueled commercial vehicles, would further minimize diesel particulate matter emissions in the project area. As a result, the project will not expose sensitive receptors to substantial diesel particulate matter.

Regarding operation-related TAC impacts, the project would not include the typical sources of acutely and chronically hazardous TACs such as those found in industrial manufacturing processes. The primary source will come from the combustion of diesel fuel resulting in the emission of diesel particulate matter from delivery trucks and facility operations. Minimal emissions of air toxics from maintenance or other activities, such as from the use architectural coatings or household cleaning products, would result from project operations. Based on the residential use of the project site and the number of daily truck trips associated with the operation of the project, potential long-term operational impacts associated with the project would be minimal and would not exceed the SCAQMD thresholds of significance.

Additional information regarding the exposure of air pollutants to sensitive receptors and the applicability of health risk assessments conducted for substantial individual sources of diesel particulate matter can be found in the Air Quality Technical Report

During the building finishing phase, the application of architectural coatings would release VOCs and would be regulated by SCAQMD Rule 1113. The proposed residential use will unlikely produce odors including agriculture, chemical plants, composting operations, dairies, fiberglass molding manufacturing, landfills, refineries, rendering plants, rail yards, and wastewater treatment plants. Any unforeseen odors generated by the project will be controlled in accordance with SCAQMD Rule 402. As determined in the Air Quality Technical Report, the project will not exceed any regional or localized thresholds for VOCs.

During construction and operation, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, application of water or chemical stabilizers to disturbed soils covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site-access roadways, cessation of construction activity when winds exceed 25 mph; and establishing a permanent ground cover on finished sites. Compliance with Rule 403 would reduce regional PM_{2.5} and PM₁₀ emissions associated with construction activities.

As referenced in the Air Quality Technical Report prepared by CAJA Environmental Services, LLC and attached to the subject environmental case file,

the levels of emissions from the project are all projected to be below the regional and localized thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigations (the Report provides the full analysis). Therefore, potential impacts related to air quality from the project will be less than significant.

Water Quality

The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70 and Low Impact Development (LID) Ordinance. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

(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 and commercial 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 Valley Bureau, Devonshire Division, and the Central Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project is located in an established and urbanized area of the City, therefore 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 THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in “CEQA Guidelines” Section 15300.2 and 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 effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized 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 projects, 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 would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) Cumulative Impact. *The exception applies when, although a particular project may not have a significant impact, the 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 the TOC Guidelines. 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 analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality.

The threshold of significance for a cumulatively considerable contribution traffic impact is the same as the threshold of significance for a project impact. Based on the scale of the proposed project and the number of daily trips that would result from the project, a transportation assessment is not required by LADOT as the project would unlikely have a significant traffic impact. Therefore, the project would have neither a project-specific significant impact nor the potential to result in a cumulatively considerable contribution to a significant traffic impact.

Cumulative noise impacts as a result of construction activities associated with the proposed project and related projects will also be less than significant. According to noise measurements and analysis conducted by CAJA Environmental Services, LLC, two (2) potentially related projects within one-half mile of the project site were identified. These related projects are pending construction at the time of the Noise Technical Report prepared by CAJA Environmental Services, LLC. Concurrent construction of all related projects as well as noise generated from construction truck traffic would not elevate existing ambient noise levels by 5 dBA or more at any sensitive receptor. The related projects would not be expected to increase ambient noise levels at any of the analyzed sensitive receptors as on-site construction noise associated with the project would be buffered by numerous structures and streets. In addition, any concurrent construction from related projects would occur between the permitted hours between 7:00 a.m. and 7:00 p.m., Monday – Friday (and between 8:00 a.m. and 6:00 p.m. on Saturdays). Cumulative noise impacts from off-site construction activities associated with the project and the related project would also be less than significant as the usage of haul trucks, vendor trucks, and worker trucks would not result in a doubling of traffic volumes along Kingsbury Street and the elevation of traffic noise levels exceeding 3 dBA. As with the subject project, construction-related noise impacts from related projects would be subject to the same State CEQA Thresholds Guidelines, City Noise Standards, and environmental analysis. Cumulative construction noise levels would be reduced through the implementation of project design features for each individual related project. Therefore, based on the location of the project site, the development of the surrounding neighborhood, and the existing ambient noise levels, the potential for any significant cumulative noise impacts at any sensitive receptor is not likely to be significant. Regarding cumulative operation-related noise impacts, on-site mechanical equipment (i.e., HVAC equipment, electrical rooms, transformer) and human activities commonly associated with residential land uses would be less than significant. Noise from on-site mechanical equipment and human activities are not typically associated with excessive noise generation that could result in an increase of 5 dBA or more in ambient noise levels. In addition, off-site mobile noise sources associated with the project and related projects would not result in the doubling of traffic volume along Kingsbury Street, the amount necessary to elevate noise levels by 3 dBA. As such, the project will have a less than significant cumulative noise impact on the surrounding environment.

According to the Air Quality Technical Report conducted by Meridian Consulting, cumulative air quality impacts associated with construction-related and operational emissions from the proposed project and related projects will be less than significant. Two (2) potentially related projects were identified within 0.5 miles of the project site of which both projects have not been constructed as of yet. Beyond 1,000 feet of the project site, any sensitive receptors between the project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. One of

the two (2) identified related projects is located within 1,000 feet. Individual projects that generate emissions that do not exceed the SCAQMD's thresholds of significance will not contribute to any potential cumulative impact. As discussed above, the project will not exceed daily emission thresholds for the criteria pollutants and fugitive dust particles analyzed at the regional level nor exceed local emission thresholds. In addition, the proposed project and related projects are unlikely to be substantial sources of TACs as these contaminants are largely associated with large-scale industrial, manufacturing, and transportation hub facilities. The projects would be required to comply with SCAQMD CEQA guidance and neither construction nor operational activities would result in a long-term source of TACs. In accordance with the SCAQMD methodology used to analyze pollutant emissions, projects that do not exceed the SCAQMD criteria or can be reduced to less than criteria levels are not significant and do not add to the overall cumulative impact. Therefore, the project would not result in a cumulatively considerable contribution to a significant air quality impact.

Regulatory Compliance Measures (RCMs) in the City of Los Angeles and California state guidelines regulate impacts related to Transportation/Traffic, Construction and Operational Noise, Air Quality, and Water Quality. Numerous Los Angeles Municipal Code Sections provide requirements for construction and operation activities, and ensure impacts related to noise and water quality are less than significant. LAMC Sections 41.40, 111.03, 112.02, 112.04, 112.05 regulate noise thresholds from project-specific construction and operational uses by regulating the time which such activities can occur and restricting noise levels from exceeding specific thresholds relative to the project's proximity to sensitive land uses. In addition, the CEQA Guidelines Section 15064.3 evaluates traffic impact by screening the number of vehicle trips and VMT generated by the project. The South Coast Air Quality Management Plan regulates air pollutant emissions from project-related construction and operations activities, including those emitted from asbestos containing materials (ACMs) and lead based paint (LBP). Fugitive dust emissions are regulated through SCAQMD Rule 403. VOC emissions resulting from the application of architectural coatings would be regulated by SCAQMD Rule 1113. Projects would also be required to comply with the City's stormwater management provisions per LAMC 64.70 and LID Ordinance ensure water quality impacts are minimized from runoff and stormwater pollution. There is insufficient evidence to conclude that significant impacts will occur based on past project approvals or in progress entitlement applications and that the proposed project will have adverse impacts on the cumulative in the area surrounding the project site. All future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary. Therefore, this exception does not apply.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable*

possibility that the project will have a significant effect due to unusual circumstances.

This exception does not apply to the proposed project. The project site is comprised of approximately 45,100 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 surrounded by single- and multi-family family homes and commercial businesses. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be 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.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. The proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, therefore this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on a site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The subject property is currently developed with one (1) single-family house and accessory structures; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation.

In addition, there are no active hazardous sites within the immediate vicinity of the project site. The surrounding neighborhood is primarily established with residential and commercial uses; hazardous waste and materials would not be expected on or immediately adjacent to the project site. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(f) Historical Resources. *Projects that may cause a substantial adverse change in the significance of an 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, no structures on or adjacent to the property have been designated as a historic cultural monument or historic resource. As there are no eligible historic resources on or adjacent to the property, demolition of the existing residential structures will not result in a significant adverse impact on any historic resource.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was developed from farmland to residential subdivisions in the early- to mid-20th century with. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive neighborhood character. 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.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed project involves the subdivision of one (1) lot into five (5) lots resulting in the demolition of the existing one (1) single-family house and accessory structures and the construction, use, and maintenance of five (5) two-story single-family houses with attached two-car garages. The project is compatible with the surrounding residential and commercial uses in the vicinity and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the neighborhood. Also, the project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA