

COUNTY CLERK'S USE

CITY OF LOS ANGELESOFFICE 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.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2025-2081-DB-VHCA / Density Bonus, Vesting Housing Crisis Act

LEAD CITY AGENCY**City of Los Angeles (Department of City Planning)****CASE NUMBER****ENV-2025-2082-CE****PROJECT TITLE****4127 East Supreme Court****COUNCIL DISTRICT****14 – Jurado****PROJECT LOCATION** (Street Address and Cross Streets and/or Attached Map)

4127-4129 East Supreme Court; 4127-4129 North Mission Road (Mission Road and Supreme Court)

☐ Map attached.**PROJECT DESCRIPTION:**

The project is the demolition of the existing billboard structure on the 4,500-square-foot subject property, and the construction, use, and maintenance of a six-story apartment building. The 78-foot tall building will have 13, one-bedroom units, including two units reserved for Very Low-Income (VLI) Households. The project will have 9,499 square feet of floor area or a Floor Area Ratio of 2.12:1. There are no trees on the site or in the adjacent public right-of-way. The units range from 532 square feet to 562 square feet. The project is providing 11 automobile parking spaces, two short-term bicycle parking spaces, and 15 long-term bicycle parking spaces, in addition to 1,105 square feet of open space. The project will plant six new trees and import approximately 215 cubic yards of earth materials.

☒ Additional page(s) attached.**NAME OF APPLICANT / OWNER:****Brett Boston (Parkman Apartments LLC)****CONTACT PERSON** (If different from Applicant/Owner above)**Gary Benjamin (Alchemy Planning + Land Use)****(AREA CODE) TELEPHONE NUMBER****(213)479-7521****EXT.****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 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

The project is exempt because it involves the development of 13 units on a 0.1-acre site located in an urbanized area, and is infill development. None of the exceptions to the Categorical Exemption Under CEQA Guidelines Section 15300.2 applies to the proposed project. (a) Location: The project is designated a hillside property in a Very High Fire Hazard Severity Zone but is relatively flat, does not require a Hillside Traffic Construction Management Plan, and will be subject to regulatory compliance measures. As stated in ZIMAS, the subject site does not contain an officially mapped environmental resource of hazardous or critical concern. The site was previously developed. (b) Cumulative Impact: 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 lots in the vicinity are developed with single-family dwellings, commercial buildings, mixed-use buildings, apartment buildings, and manufacturing uses, 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 Los Angeles Community Plan, and the project would be consistent with the zoning and would adhere to all requirements of the LAMC, with the approval of the Density Bonus incentives. 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. (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

Linda Lou 

STAFF TITLE

City Planner

ENTITLEMENTS APPROVED

State Density Bonus, Vesting Housing Crisis Act

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

**DEPARTMENT OF
CITY PLANNING**

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JUSTIFICATION FOR PROJECT EXEMPTION

CASE NO. ENV-2025-2082-CE

The Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15332, Class 32. The project site's addresses are 4127-4129 East Supreme Court and 4127-4129 North Mission Road.

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 the demolition of the existing billboard structure on the 4,500-square-foot subject property, and the construction, use, and maintenance of a new, six-story residential building. The 78-foot tall building will have 13, one-bedroom units, including two units set aside for Very Low-Income (VLI) Households. The property is zoned [Q]C2-1. There will be three one-bedroom sizes, 532 square feet (4 units), 539 square feet (4 units), and 562 square feet (5 units). The Density Bonus project, located on the corner of Supreme Court and Mission Road, is proposed to have 9,499 square feet of floor area with a Floor Area Ratio (FAR) of 2.12:1. There are no trees on the site or in the adjacent public right-of-way. The project will provide 1,105 square feet of open space consisting of a community room on the second floor and rooftop common open space (829 square feet), and six new trees, five to be planted on the rooftop and one at the ground level. The project is utilizing AB 2097 to eliminate required automobile parking spaces but is providing 11 parking spaces. There will be two short-term bicycle parking spaces at the sidewalk on Mission Road frontage and 15 long-term parking spaces in the second floor bike room. In addition, the project will import approximately 215 cubic yards of earth materials.

CEQA Determination – Class 32 Categorical Exemption Applies

As the construction of a multi-family residential building, a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The site is zoned [Q]C2-1 and has a General Plan Land Use Designation of General Commercial. As shown in the case file, the project is consistent with the applicable Northeast Los Angeles Community Plan land use designation and policies and all applicable zoning designations and regulations, inclusive of proposed Density Bonus incentives. The subject site is wholly within the City of Los Angeles, on a site that is 0.10 acres. The site currently has a billboard structure, but it previously also contained a duplex and café built in the 1960s. The two-story duplex and café were demolished under Building Permit No. 20019-10000-02473, issued by LADBS in 2000. The site has Low potential for biological resources and mountain lion habitat, and no potential as an overwintering site for the Monarch Butterfly, per ZIMAS. The 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. There are zero trees on the site and no street trees in the adjacent public right-of-way. Lots in the vicinity of the project site are developed with the following urban uses: single-family residential, multi-family residential, commercial, and manufacturing. Properties adjacent to the north and south are zoned [Q]C2-1 and are developed with low-scale, one to two-story residential and commercial buildings. Properties to the west are zoned [Q]R1-1D-HCR for single-family residential use; some lots are improved with houses and some are vacant. Across the street to the east includes a four-story building with 70 affordable housing units, built in 2003 on a site zoned [Q]C2-1VL. There is an auto repair use on a lot with M1-1 zoning to the east of the project site along Mission Road. Further southeast on Mission Road, there is a large industrial building on a site zoned M1-1. The M1-1 lot is part of an industrial campus with several lots that was formerly the headquarters of Forever 21. Under ENV-2022-6550-ND for 3880 North Mission Road (the industrial campus), there is a proposed haul route to import approximately 344,000 cubic yards of soil to partially fill in a single-level subterranean parking level and basement areas. No development was identified or approved for the ND case.

The apartment 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 13-unit apartment 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. RCMs also include the submittal of the Geology and Soils Report to the Department of Building and Safety (“DBS”), and compliance with a Soils Report Approval Letter, issued by DBS on March 17, 2025 (Log No. 134379) for the project, which details conditions of approval that must be followed. The project site will be adequately served by all public utilities and services given that the construction of the 13-unit residential building 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.

Exceptions Narrative for Class 32 Categorical Exemption

There are five (5) Exceptions which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes a 13-unit apartment building in an area zoned and designated for such development. All adjacent lots are developed with single-family dwellings, commercial uses, multi-family residential, and manufacturing, and the subject site is of a similar size and slope to nearby properties. The affordable housing density bonus project proposes a Floor Area Ratio (FAR) of 2.12:1 on a site that is permitted to have a maximum FAR of 1.5:1. A multi-family residential building, 78 feet in height, is not unusual for the vicinity of the subject site, and is similar in scope to other existing General Commercial designated lots in the area. 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 subject site is located approximately 30 miles southeast of State Route 27. 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 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 subject site is in a Very High Fire Hazard Severity Zone (VHFHSZ) and a Hillside area, but is relatively flat and does not front on narrow hillside streets. This is not 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 Interstate 5 (I-5) from Mission Road.³

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>

- 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 Hillside Construction Traffic Management Plan was not required for the project because Supreme Court exceeds 24 feet in width, as determined by LADOT staff in an email dated May, 5, 2025, and included in the project case file.
- Fire, Building, and Zoning Code. The project is subject to Public Resources Code Section 4290 and its implementing regulations in Title 14, Division 1.5, Chapter 7, Subdivision 2 (State Minimum Fire Safe Regulations) and Chapter 7 of the California Building 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 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.

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.