

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 § 21187 (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-2023-7444-DRB-SPP-HCA	SCH NUMBER
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LEAD CITY AGENCY City of Los Angeles (Department of City Planning)	CASE NUMBER ENV-2023-7445-CE
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PROJECT TITLE 6100 W MULHOLLAND HWY	COUNCIL DISTRICT CD 4 – Raman
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PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) 6090-6100 West Mulholland Highway	<input type="checkbox"/> Map attached.
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PROJECT DESCRIPTION: The construction, use, and maintenance of a new two-story single-family dwelling with an attached garage with a total square-footage of 7,752.2 square-feet and a residential floor area of 4,360.2 square-feet on a 11,427.1 square-foot lot. The single-family dwelling has an overall height of 36 feet. The project proposes 810 cubic yards (CUYD) of cut, 30 CUYD of fill, and 780 CUYD of export.	<input type="checkbox"/> Additional page(s) attached.
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NAME OF APPLICANT / OWNER: Jordan Shalom
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CONTACT PERSON (If different from Applicant/Owner above) Jordan Beroukhim	(AREA CODE) TELEPHONE NUMBER EXT. (310) 435-4594
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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 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

Class 3: 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. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include but are not limited to: (a) One-single family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption; (e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

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 Yasmin Diaz <i>Yasmin Diaz</i>	STAFF TITLE Planning Assistant
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ENTITLEMENTS APPROVED See Case No. DIR-2023-7444-DRB-SPP-HCA

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-7445-CE

Project Description

The proposed project is for the construction, use, and maintenance of a new two-story single-family dwelling with an attached garage with a total square-footage of 7,752.2 square-feet and a Residential Floor Area of 4,360.2 square-feet on a 11,427.1 square-foot lot located at 6090-6100 West Mulholland Highway.

The single-family dwelling has an overall height of 36 feet and 9 inches. Six (6) parking spaces will be provided. Mulholland Highway is a divided road with a portion of improved roadway along the northern side of the right of way and a dirt road on the southern side of the right of way, which are separated by a granite wall. The total right of way is 48 feet in width and the improved portion of the roadway is 20 feet in width. The subject site is an irregularly shaped downslope lot that is currently vacant and is accessed along the dirt road portion of Mulholland Highway. The project will be required to improve the adjacent right of way.

The project proposes the following approximate grading quantities: 810 cubic yards of cut, 30 cubic yards of fill, and 780 cubic yards of export in total. There are two related projects located at 6110 and 6120 Mulholland Highway which are under common ownership as the subject site and will be developed at the same time. Grading for all three sites will consist of 2,441 cubic yards of cut, 138 cubic yards of fill, 0 cubic yards of import, and 2,303 cubic yards of export. LADBS will determine whether a haul route application is required due to the cumulative grading quantities.

There are no protected trees or significant trees on the subject site. However, a Coast Live Oak located within the Mulholland Highway right of way will be removed to improve the Mulholland Highway right of way.

CEQA Determination – Class 3 Categorical Exemption Applies

A project qualifies for a Class 3 Categorical Exemption if it consists of 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. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include but are not limited to: (a) One-single family residence, or a second

dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption: (e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences. As the project is the construction of a single-family residence with an attached garage, it meets the qualifications of the Class 3 Categorical Exemption.

The Director of Planning determined that, based on the whole of the administrative record, the project is exempt from CEQA pursuant to State CEQA Statutes and Guidelines, Section 15303 (Class 3 – small structures) and that there is no substantial evidence demonstrating that an exception to a Categorical Exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

CEQA Section 15300.2: Exceptions to the Use of Categorical Exemptions

The City has considered whether the Proposed Project is subject to any of the six (6) exceptions that would prohibit the use of a categorical exemption as set forth in State CEQA Guidelines Section 15300.2. The six (6) Exceptions which must be considered in order to find a project exempt are: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

(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 impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of a hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The subject site is located within a Hillside Area, a Special Grading Area (BOE Basic Grid Map A-13372), a Very High Fire Hazard Severity Zone, and Fault Zone (Hollywood Fault) however, 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. Specifically, the following RCMs would apply:

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City’s Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety’s Grading Division. Appropriate erosion control and damage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.
- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical

report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- Ground stabilization
- Selection of appropriate foundation type and depths
- Selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

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

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures, The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.
- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment in which the project is located. A Geology and Soils Report Approval Letter, Log No. 129103, for the subject property, which details

conditions of approval that must be followed, has been issued by LADBS on January 25, 2024. In addition, roof and site drainage as well as sewer availability must comply with Bureau of Engineering and Bureau of Sanitation standards; and hydrants, Fire Department Access and Fire Safety must be reviewed and approved by the Los Angeles Fire Department before permits can be issued. Due to its location within a Very High Fire Severity Zone, the Project must comply with the Brush Clearance Requirements of the Fire Code. Furthermore, the Project must comply with the Baseline Hillside Ordinance. Thus, in conjunction with the above RCMs and compliance with other applicable regulations, the location of the Project will not result in a significant impact based on its location.

(b) Cumulative Impacts. *All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The project site is located at 6090-6100 Mulholland Highway within the Hollywood Community Plan and within the Hollywoodland Specific Plan. A significant impact may occur if the proposed project would result in impacts that are less than significant when viewed separately but significant when viewed together. The following are projects that were filed with the Department of City Planning in a 500-foot radius within the last 10 years:

PROJECTS WITHIN 500 FEET FROM THE SUBJECT SITE			
Address	Case Number(s)	Date Filed	Scope of Work
6110 W. Mulholland Highway	DIR-2023-8031-DRB-SPP-HCA	December 7, 2023	Construction, use, and maintenance of a new 2,468.5 sq ft single-family home.
6120 W. Mulholland Highway	DIR-2023-7282-DRB-SPP-HCA	October 30, 2023	Construction, use, and maintenance of a new 2,966.5 sq ft single-family home and attached two car garage.
3365 N. Deronda Drive	ZA-2023-6684-ZAD-DRB-SPP-HCA	October 5, 2023	Construction, use, and maintenance, of a new 2,309.5 sq. ft., three-story single-family home with an attached garage and pool.
6145 W. Mulholland Highway	DIR-2021-4245-DRB-SPP	May 19, 2021	Construction of a 73 square-foot addition to an existing single-family dwelling
6161 W. Mulholland Highway	ZA-2018-2548-F	October 4, 2018	Construction, use and maintenance of a six-foot high, chain link fence, located within the required front yard setback of an RE9-1 Zone lot.

Per the table above, there were five (5) projects filed or filed and approved with the Department of City Planning within a 500-foot radius. Of the five (5) cases listed in the table above, three (3) cases were recently filed with DCP (6110 W. Mulholland Highway, 6120 W. Mulholland Highway, and 3365 N. Deronda Drive). 3365 North Deronda Drive was approved by the Zoning Administrator on August 30, 2024, and the two additional addresses on Mulholland Highway are related cases. As the approval letter for Deronda Drive was issued previously and the applicant is in the process of completing the Plan Check process for a building permit, it is unlikely that the subject site and related projects will be constructed at the same time the Deronda address is constructed, and therefore, are unlikely to have cumulative impacts. Regarding the related projects, the impacts for all three properties (6090-6100, 6110, and 6120 West Mulholland Highway) have been analyzed together and will not create cumulative impacts. In addition, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate impacts to construction noise and traffic.

Regarding the project located at 6145 W. Mulholland Highway, Case Number DIR-2021-4245-DRB-SPP, the project was approved on September 29, 2021, and permitted an addition on 73 square-feet to an existing dwelling. A building permit was issued on January 4, 2022, for the addition and the certificate of occupancy is pending. As such, it is reasonable to assume that construction will not coincide at the same time as the subject site. Lastly, the project located at 6161 W. Mulholland Highway, Case Number ZA-2018-2548-F, was approved on appeal on February 6, 2019, and permitted the construction of a six (6) foot chain link fence. No building permits appear to have been issued for this fence, and based on aerial imagery, it doesn't appear this fence was ever constructed.

According to the Department of Building and Safety Haul Route Status Table and data pulled from Navigate LA on March 4, 2025 there are zero (0) other haul route approvals and zero (0) haul route applications being processed in conjunction with the addition to or construction of a single-family dwelling.

In light of the increase in construction activity in Grading Hillside Areas and the increase in associated truck traffic related to the import and export of soil, a haul route monitoring program is being implemented by the Department of Building and Safety for Council Districts 4 and 5 for added enforcement to ensure safety and to protect the quality of life of area residents. Haul routes are tracked via a Map for each district to identify the locations of construction sites for which a haul route was required.

If LADBS requires a haul route for cumulative quantity of soil to be exported, the haul route approval will be subject to recommended conditions prepared by Los Angeles Department of Transportation (LADOT) to be considered by the Board of Building and Safety Commissioners that will reduce the impacts of construction related hauling activity, monitor the traffic effects of hauling, and reduce haul trips in response to congestion. This is reflected through the Project's Traffic Management Plan approved by LADOT on January 22, 2024.

According to SCAQMD, individual constructions for projects that do not exceed the SCAQMD's recommended daily thresholds for project-specific impacts would not cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in nonattainment. Interim thresholds were developed by DCP staff bases on the

CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies. Construction-related daily emissions at the project site would not exceed SCAQMD's regional or localized significance thresholds. Therefore, the project's contribution to cumulative construction-related regional emissions would not be cumulatively considerable and therefore would be less than significant. Construction of the project would also have a less-than significant impact with regard to localized emissions.

As noise is a localized phenomenon and decreases in magnitude as distance from the source increases, only projects and ambient growth in nearby area could combine with the proposed project to result in cumulatively considerable noise impacts. Hence, the project is not likely to result in a significant cumulative impact due to the construction of the same type of development in the same place over time.

Therefore, in conjunction with Citywide RCMs and compliance with other applicable regulations, no foreseeable cumulative impacts are expected.

(c) Significant Effect. *A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The proposed project is for the construction, use, and maintenance of a new two-story single-family dwelling with an attached garage with a total square-footage of 7,752.2 square-feet and a Residential Floor Area of 4,360.2 square-feet on a 11,427.1 square-foot lot located at 6090-6100 West Mulholland Highway. The single-family dwelling has an overall height of 36 feet and 9 inches. Six (6) parking spaces will be provided. Mulholland Highway is a divided road with a portion of improved roadway along the northern side of the right of way and a dirt road on the southern side of the right of way, which are separated by a granite wall. The total right of way is 48 feet in width and the improved portion of the roadway is 20 feet in width. The subject site is an irregularly shaped downslope lot that is currently vacant and is accessed along the dirt road portion of Mulholland Highway. The project will be required to improve the adjacent right of way. The surrounding neighborhood is comprised of lots that are uniquely shaped and range in size. The site is zoned RE9-1 and designated as Low I Residential, as are all the surrounding and adjacent properties.

According to a tree report dated June 25, 2023, prepared by Lisa Smith, Registered Consulting Arborist #464, there are no protected trees or shrubs on site. There are two protected species off site – one Coast Live Oak in the Mulholland Highway right of way and one Toyon shrub located downhill of the site, located at 6082 W. Mulholland Highway. According to the Tree Report, the Toyon Shrub will receive no impact and will be retained in place as the shrub is located on the lower slope of an adjacent property, away from any proposed construction on the subject site. The provided tree report also indicated there is a Coast Live Oak tree located off site which will be impacted by the proposed road improvement. Per the arborist's report, the Coast Live Oak Tree will be significantly impact by the removal and recompacting of the top two feet of fill for the road improvements, requiring the oak tree's removal. Four (4) replacement Coast Live Oak Trees will need to be planted. A replanting plan was submitted with the Tree Report, indicating where the required replacement trees will be planted.

The applicant has also submitted a Biological Resources Report dated October 2024 and prepared by Thomas J. McGill, Managing Director, Travis J. McGill, Biologist/Regulatory Specialist, and Jacob H. Llyod Davies, Associate Biologist of ELMT Consulting. The provided report found that the project would not result in any significant impacts to biological resources. Similar to the Tree Report, the Biological Resources Report found that there is one protected Toyon shrub onsite.

The project will not result in impacts to special-status wildlife species, as no special-status wildlife were observed during the field visit and there was no other evidence of special-status wildlife, for example, tracks, scat, carcasses, or bones at the site. It was determined that the project site has a moderate potential to support foraging habitat for Cooper's hawk (*Accipiter cooperii*) and a sharp-shinned hawk (*Accipiter striatus*) and to ensure impacts to the aforementioned special-status fauna do not occur from implementation of the proposed project, a preconstruction nesting bird clearance survey shall be conducted prior to vegetation removal during the nesting season.

The project site lies within the Santa Monica Mountains Protected Areas for Wildlife (PAW) and was previously identified by the City of Los Angeles Zone Information and Map Access System (ZIMAS) as having medium to high potential to support mountain lion habitat. Based on the conclusions of the provided biological resources report, the project site does not support high quality habitat for mountain lions due to onsite and surrounding anthropogenic disturbances and development. Therefore, the project will not have any significant effects on mountain lion habitat. Additionally, special-status wildlife is not likely to occur on the site due to disturbance from the adjacent development and landscaped areas and lack of high-quality native habitats.

There is a potential for nesting birds to inhabit the site and while there are no direct impacts, the following recommended Regulatory Compliance Measures shall apply to avoid indirect impacts:

- In order to protect migratory bird species, a nesting bird clearance survey should be conducted prior to any ground disturbance or vegetation removal activities that may disrupt the birds during the nesting season.
- If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.
- If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habitation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field when flagging, fencing, or other appropriate barriers; and construction personnel will be instructed

on the sensitivity of the nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

The Biological Resources Report also confirms that no additional special-status plants were observed onsite, and none are expected to occur there. As such, and as demonstrated in the submitted Biological Resources Report and Tree Report, there are no unusual circumstances which may lead to a significant effect on the environment and this exception does not apply.

- (d) Scenic Highways.** *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.*

The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park, located approximately 16.4 miles to the west of the site. Therefore, the Project will not result in damage to any scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, and this exception does not apply.

- (e) Hazardous Waste.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

According to Envirostor, the State of California's database of Hazardous Waste Sites, neither the Subject Site, nor any site in the vicinity, is identified as a hazardous waste site. Furthermore, the building permit history for the Project Site does not indicate the Site may be hazardous or otherwise contaminated.

- (f) Historic Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

Although ZIMAS indicates that the site is subject to Historic Preservation Review, a review of HistoricPlacesLA indicates that there are no historic resources on-site. Additionally, an email dated March 28, 2024, from the Office of Historic resources staff, confirms that although the flag in ZIMAS appears to be related to Historic Cultural Monument No. 535 (Historic Granite Retaining Walls and Stairs) that resource is not located on the subject site. Furthermore, a memorandum dated February 6, 2025, from historic consultant, Teresa Grimes, confirming the granite retaining wall identified in SurveyLA is not on the subject site and is at least 15 feet from the property line. As such, 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. The

Department of City Planning's Office of Historic Resources confirmed that the existing single-family dwelling is not considered historic for the purposes of CEQA. Consequently, the Project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.