FINDINGS

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

Introduction

The City of Los Angeles (the “City”), as Lead Agency, has evaluated the environmental impacts of the 6000 Hollywood Boulevard Project by preparing an environmental impact report (EIR) ENV-ENV-2022-6688-EIR (State Clearinghouse No. 2023050659). The EIR was prepared in compliance with the California Environmental Quality Act of 1970, Public Resources Code Section 21000 et seq. (CEQA) and the California Code of Regulations Title 14, Division 6, Chapter 3 (the "CEQA Guidelines").

The 6000 Hollywood Boulevard Project EIR, consisting of the Draft EIR and Final EIR, is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and environmental impacts of the 6000 Hollywood Boulevard Project, located at 5950–6048 West Hollywood Boulevard, and 6037 West Carlton Way, within the Hollywood Community Plan area of the City of Los Angeles. The Project would demolish all existing improvements and uses on the Project Site for the construction of a mixed-use development comprised of 350 residential units (of which 44 units will be reserved for Very Low Income households), 136,000 square feet of office uses, 18,004 square feet of retail uses, and 4,038 square feet of restaurant uses. The proposed uses would be located within three primary buildings, Buildings A, B, and C, and 11 low-rise structures clustered in the center of the Project Site. Building A would be a 145,538 square-foot six-story office building with ground floor retail; Building B would be a 289,079 square-foot 35-story residential tower with 265 residential units; and Building C would be a 23,560 square-foot four-story residential building with 46 residential units. The 11 low-rise structures would range from two to four stories in height and would include a 4,038 square-foot two-story restaurant; 8,466 square feet of additional retail; and 39 residential townhomes. Upon completion, the Project would result in a total floor area of 501,185 square feet, for a Floor Area Ratio (FAR) of 3.1:1, and a maximum building height of 419 feet.

The Draft EIR was circulated for a 46-day public comment period beginning on November 7, 2023, and ending on December 23, 2023. A Notice of Availability (NOA) was distributed on November 7, 2023 to all property owners and occupants within 500 feet of the Project Site and interested parties, which informed them of where they could view the document and how to comment. The NOA was also filed with the County Clerk on November 7, 2023. The Draft EIR was available to the public at the City of Los Angeles, Department of City Planning, and the following local libraries: Los Angeles Central Library, Frances Howard Goldwyn-Hollywood Regional Library, and the Will & Ariel Durant Branch Library. A copy of the document was also posted online at https://planning.lacity.org/project-review/environmental-review/published-documents and was available for purchase on a USB through the Department of City Planning.

The Final EIR was then distributed on May 30, 2025. Notices regarding availability of the Final EIR were distributed to property owners and occupants within a 500-foot radius of the Project Site, as well as anyone who commented on the Draft EIR, and interested parties. Responses were sent to all public agencies that made comments on the Draft EIR at least 10 days prior to certification of the EIR pursuant to CEQA Guidelines Section 15088(b). On June 20, 2025 a second notice was sent out to the same recipients, as well as interested parties.

The Associate Zoning Administrator certified the EIR on September 2, 2025 (“Certified EIR”) in conjunction with the approval of the Project’s entitlement case No. ZA-2022-6687-CUB-DB-SPR-VHCA. In connection with the certification of the EIR, the Zoning Administrator adopted CEQA findings, as well as a statement of overriding considerations and a mitigation monitoring program

(MMP). The AZA adopted the MMP in the EIR as a Condition of Approval. All mitigation measures in the MMP are also imposed on the Project through Condition of Approval of ZA-2022-6687-CUB-DB-SPR-VHCA, to mitigate or avoid significant effects of the Project on the environment and to ensure compliance during implementation of the Project. The AZA approval was subsequently appealed to the City Planning Commission (CPC). At its meeting on November 6, 2025, the CPC denied the appeals and sustained the AZA's actions.

NO SUPPLEMENTAL OR SUBSEQUENT REVIEW IS REQUIRED

CEQA and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000-15387) allow the City to rely on the previously certified EIR unless a Subsequent or Supplemental EIR is required. Specifically, CEQA Guidelines Sections 15162 and 15163 require preparation of a Subsequent or Supplemental EIR when an EIR has been previously certified or a negative declaration has previously been adopted and one or more of the following circumstances exist:

1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

    A. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    B. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the above changes or factors have arisen and there are no substantial changes to the Project, and it is substantially the same as the approved project. No substantial changes have been identified to the surrounding circumstances, and no new information of substantial importance has been identified since the approval of the Project. There is no evidence of new or more severe significant impacts, and no new mitigation measures are required for the project.

Accordingly, there is no basis for changing any of the impact conclusions referenced in the certified EIR's CEQA Findings. Similarly, there is no basis for changing any of the mitigation measures referenced in the certified EIR's CEQA Findings, all of which have been implemented as part of the conditions of approval. There is no basis for finding that mitigation measures or alternatives previously rejected as infeasible are instead feasible. There is also no reason to

change the determination that the overriding considerations referenced in the certified EIR's CEQA Findings, and each of them considered independently, continue to override the significant and unavoidable impacts of the Project.

Therefore, as the Project was assessed in the previously certified EIR, and pursuant to CEQA Guidelines Section 15162, no supplement or subsequent EIR or subsequent mitigated negative declaration is required, as the whole of the administrative record demonstrates that no major revisions to the EIR are necessary due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified significant effect resulting from changes to the project, changes to circumstances, or the existence of new information. In addition, no addendum is required, as no changes or additions to the EIR are necessary pursuant to CEQA Guidelines Section 15164.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map (VTTM) No. VTT-83987, the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

(a) THE PROPOSED MAP IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final, and parcel maps. The subdivision and merger of land is regulated pursuant to Article 7 of the LAMC. The LAMC implements the goals, objectives, and policies of the General Plan through zoning regulations. The zoning regulations contained within the LAMC regulate, but are not limited to, the maximum permitted density, height, parking, and the subdivision of land.

Pursuant to LAMC Section 17.05 C, tentative maps are to be designed in conformance with the tentative map regulations to ensure compliance with the various elements of the General Plan, including the Zoning Code. Additionally, the maps are to be designed in conformance with the Street Standards established pursuant to LAMC Section 17.05 B.

The Project will comply with all applicable zoning regulations as prescribed by the LAMC and/or as permissible by State law. The Project Site is comprised of 10 contiguous lots resulting in approximately 162,412 square feet of lot area (prior to dedication), including nine lots with 708 feet of frontage along Hollywood Boulevard (Hollywood Lot) and a single lot with 75 feet of frontage along Carlton Way (Carlton Lot).

The Project Site is located within the recently updated Hollywood Community Plan, which presently designates the Hollywood Lot for Regional Center Commercial land uses corresponding to the C2, C4, RAS3, and RAS4 Zones, and the Carlton Lot for High Medium Residential land uses corresponding to the [Q]R4 and R4 Zones. Based on the application date, the Project is vested under the zoning that was in effect prior to the adoption of the updated Hollywood Community Plan; therefore, the Hollywood Lot is vested under the C4-1-SN Zone and the Carlton Lot is vested under the [Q]R4-1VL Zone. As such, the zoning across the Project Site is consistent with the respective land use designations. The Project Site is also subject to and will comply with the provisions and regulations of the Hollywood Signage Supplemental Use District.

With regard to the Hollywood Lot, Height District 1, in conjunction with the C4 Zone, does

not impose a maximum building height limitation and permits a maximum floor area ratio (FAR) of 1.5:1. The C4 Zone allows for a wide variety of residential and commercial uses including office, retail, and hotel uses, and limits density to one dwelling unit per 400 square feet of floor area, which allows a base density of 380 units on the Hollywood Lot. With regard to the Carlton Lot, Height District 1VL imposes a maximum building height of 45 feet. The R4 Zone allows a variety of single- and multi-family residential uses, churches, childcare facilities, schools, museums or libraries, retirement hotels, and accessory uses and home occupations. The Qualified "Q" Condition on the Carlton Lot, established under Ordinance No. 165,662 effective May 7, 1990, limits density to one dwelling unit per 600 square feet of lot area, which allows a base density of 18 units on the Carlton Lot. As such, the combined base density across the Project Site is 398 units.

Under concurrent Case No. ZA-2022-6687-CUB-DB-SPR-VHCA, the Project would seek a Density Bonus Compliance Review for a project totaling 350 dwelling units, including 44 dwelling units for Very Low Income households, with two On-Menu Incentives for: 1) an FAR increase on the Hollywood Lot from 1.5:1 to 3:1 and on the Carlton Lot from 3:1 to 4.05:1, and 2) averaging of FAR, density, parking, and open space, and permit vehicular access across the Project Site.

The Project would develop 501,185 square feet of new residential and commercial uses, including 350 apartment units (of which 44 units will be reserved for Very Low Income households), 136,000 square feet of office, 22,542 square feet of retail/restaurant, and 894 vehicle parking spaces within three subterranean parking levels. All of the proposed uses are permitted by-right under the Project's vested zoning designations on the respective portions of the Project Site. In conjunction with the requested FAR averaging Incentive across the Project Site, the overall FAR would be approximately 3.1:1, with maximum building heights ranging from 44.5 feet on the Carlton Lot to 404 feet on the Hollywood Lot. Therefore, as proposed and in conjunction with the related entitlement requests, the Project's physical requirements relating to floor area, height, density and use would be consistent with the General Plan.

Pursuant to LAMC Section 17.06 B, a tentative map must be prepared by or under the direction of a licensed land surveyor or registered civil engineer. It is required to contain information regarding the boundaries of the Project Site, as well as the abutting public rights-of-ways, location of existing buildings, existing and proposed dedication, and improvements of the map. The VTTM was prepared by a Registered Professional Engineer and contains the required components, including the map number, notes, legal description, contact information for the owner, applicant, and engineer, as well as other pertinent information as required by LAMC Section 17.06 B. Additionally, LAMC Section 17.15 B requires that vesting tentative maps provide the proposed building envelope, height, size, and number of units, as well as the approximate location of buildings, driveways, and proposed exterior garden walls. The VTTM provides the building envelope, height, and approximate location of the building and driveways among other required map elements. Additionally, as part of the requested VTTM, the Project has been conditioned to meet the 2035 Mobility Plan and BOE recommendations, including dedication of a five-foot wide and variable-width strip of land to complete a 50-foot-wide half right-of-way in accordance with Avenue I standards of the LA Mobility Plan 2035.

Therefore, as conditioned, the proposed VTTM demonstrates compliance with LAMC Chapter 1 Sections 17.05 C and 17.06 B, and would be consistent with the intent and purpose of the General Plan.

(b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

For purposes of a subdivision, design and improvement is defined by Section 66418 of the Subdivision Map Act and LAMC Section 17.02. Section 66418 of the Subdivision Map Act defines the term “design” as follows: “Design” means: (1) street alignments, grades and widths; (2) drainage and sanitary facilities and utilities, including alignments and grades thereof; (3) location and size of all required easements and rights-of-way; (4) fire roads and firebreaks; (5) lot size and configuration; (6) traffic access; (7) grading; (8) land to be dedicated for park or recreational purposes; and (9) such other specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. Further, Section 66427 of the Subdivision Map Act expressly states that the “Design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects.”

LAMC Section 17.05 enumerates design standards for a tentative map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. LAMC Section 17.05 C, third paragraph, further establishes that density calculations include the areas for residential use and areas designated for public uses, except for land set aside for street purposes (net area). LAMC Sections 17.06 B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The design and layout of the VTTM is consistent with the design standards established by the Subdivision Map Act and LAMC regulations.

As indicated in Finding (a), LAMC Section 17.05 C requires that the tentative map be designed in conformance with the zoning regulations of the Project Site. The recently updated Hollywood Community Plan designates the Hollywood Lot for Regional Center Commercial land uses corresponding to the C2, C4, RAS3, and RAS4 Zones, and the Carlton Lot for High Medium Residential land uses corresponding to the [Q]R4 and R4 Zones. The Hollywood Lot is vested under the C4-1-SN Zone and the Carlton Lot is vested under the [Q]R4-1VL Zone, and thus the zoning across the Project Site is consistent with the respective land use designations. With regard to the Hollywood Lot, Height District 1, in conjunction with the C4 Zone, does not impose a maximum building height limitation and permits a maximum FAR of 1.5:1. The C4 Zone allows for a wide variety of residential and commercial uses including office, retail, and hotel uses, and limits density to one dwelling unit per 400 square feet of floor area, which allows a base density of 380 units on the Hollywood Lot. With regard to the Carlton Lot, Height District 1VL imposes a maximum building height of 45 feet. The R4 Zone allows a variety of single- and multi-family residential uses, churches, childcare facilities, schools, museums or libraries, retirement hotels, and accessory uses and home occupations. The Qualified “Q” Condition on the Carlton Lot, established under Ordinance No. 165,662 effective May 7, 1990, limits density to one dwelling unit per 600 square feet of lot area, which allows a base density of 18 units on the Carlton Lot. As such, the combined base density across the Project Site is 398 units.

Under concurrent Case No. ZA-2022-6687-CUB-DB-SPR-VHCA, the Project would seek a Density Bonus Compliance Review for a project totaling 350 dwelling units, including 44 dwelling units for Very Low Income households, with two On-Menu Incentives for: 1) an FAR increase on the Hollywood Lot from 1.5:1 to 3:1 and on the Carlton Lot from 3:1 to 4.05:1, and 2) averaging of FAR, density, parking, and open space, and permit vehicular access across the Project Site.

The Project would develop 501,185 square feet of new residential and commercial uses, including 350 apartment units (of which 44 units will be reserved for Very Low Income households), 136,000 square feet of office, 22,542 square feet of retail/restaurant, and

894 vehicle parking spaces within three subterranean parking levels. All of the proposed uses are permitted by-right under the Project's vested zoning designations on the respective portions of the Project Site. In conjunction with the requested FAR averaging Incentive across the Project Site, the overall FAR would be approximately 3.1:1, with maximum building heights ranging from 44.5 feet on the Carlton Lot to 404 feet on the Hollywood Lot. Therefore, as proposed and in conjunction with the related entitlement requests, the Project's physical requirements relating to floor area, height, density and use would be consistent with the General Plan.

The design and layout of the VTTM is also consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. The VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee, including, but not limited to the Bureau of Engineering (BOE), Department of Building and Safety (LADBS) - Grading Division and Zoning Divisions, Bureau of Street Lighting, Department of Recreation and Parks, the Fire Department (LAFD), and the Department of Water and Power, that have the authority to make dedication, and/or improvement recommendations. These public agencies found the subdivision design satisfactory, with most agencies imposing improvement requirements and/or conditions of approval. Specifically, BOE requires dedications and improvements to the public rights-of-ways along Hollywood Boulevard and Carlton Way in accordance with the City's Mobility Element of the General Plan. Additionally, an existing mid-block, signaled pedestrian crossing on Hollywood Boulevard in front of the Project Site shall be replaced with two separate signaled pedestrian crosswalks across Hollywood Boulevard, to the approval of the Department of Transportation. All necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010. Sewers are available and have been inspected and although further detail gauging and evaluation were deemed necessary, it was estimated that they may accommodate the total flow for the proposed Project.

In a memo dated July 25, 2023, LADBS - Grading Division determined that geology/soils reports are not required prior to Planning approval of the VTTM as the property is located outside of a City of Los Angeles Hillside Area; is exempt or located outside of a State of California liquefaction, earthquake induced landslide, or fault rupture hazard zone; and, does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards. The Bureau of Street Lighting has determined that street lighting improvements are necessary on Carlton Way. Fire and traffic access have been reviewed and deemed appropriate.

Additionally, Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the VTTM, building permit, grading permit, or certificate of occupancy. Therefore, as conditioned, the design and improvements of the proposed subdivision would be consistent with the applicable General Plan.

(c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The Project would involve demolishing all the existing improvements, including an auto dealership and accompanying surface parking, for the development of 501,185 square feet of new residential, office, retail, and restaurant uses on a 3.7-acre site, for a maximum FAR of approximately 3.1:1 as averaged across the Project Site. The Project proposes 350 apartment units in a 35-story tower, 136,000 square feet of office space, 22,542 square feet of retail/restaurant space, and 894 vehicle parking spaces within three subterranean parking levels.

The Project Site is physically suitable for the proposed type of development, as it would be an infill mixed-use residential and commercial development located within a heavily urbanized area that is developed with a similar scale and variety of uses. The Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Flood Zone, Landslide Zone, Liquefaction Zone, Tsunami Inundation Zone, or any other special hazard zone.

According to a memo from LADBS - Grading Division, dated July 25, 2023, a Geology and Soils Report for the subject VTTM is not required prior to Planning approval of the VTTM, as the Project Site is located outside of a City of Los Angeles Hillside Area and does not require any grading or construction of an engineered retaining structure to remove potential geologic hazards.

The Project Site has a long history of automotive related uses, including the current auto dealership and past auto repair and gas station uses. A Phase I Environmental Site Assessment (ESA) and Phase II ESA were prepared for the Project to evaluate potential impacts relative to hazards and hazardous materials. The Site was identified on the Facility Index System/Facility Registry System (FINDS), the Enforcement and Compliance History Information (ECHO), and the Hazardous Waste Tracking System (HWTS) databases due to being a hazardous waste generator, chemical storage facility, aboveground petroleum storage facility, a Risk Management Plan (RMP) Reporter, and on the Used Oil Program. The Project Site was also identified on the historical Underground Storage Tank (UST) database with five USTs. Further, the ESA's review of nearby properties identified USTs, potential use of solvents, historic photofinishing and film developing occupancies, historic print shop, and know use of PCE. However, the property is not located within a mapped Methane Zone or Methane Buffer Zone, and the conducted soil and soil gas assessment conducted as part of the Phase II ESA determined that soil and soil gas was not anticipated to pose significant risk to human health, construction cost, or explosion hazard, nor were methane mitigation improvements necessary per the LADBS Mitigation Requirements for Methane Buffer Zones. With implementation of appropriate hazardous materials management protocols at the Project Site and continued compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials during construction, as well as implementation of the Mitigation Monitoring Program, the Project would not be likely to cause serious public health problems.

In addition, prior to the issuance of any permits, the Project would be reviewed and approved by LADBS and the Fire Department to ensure compliance with building, fire, and safety codes. Therefore, the site will be physically suitable for the proposed type of development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies, through its Community and Specific Plans, geographic locations where planned and anticipated densities are permitted. Zoning standards for density are applied to sites throughout the city and are allocated based on the type of land use, physical suitability, and future population growth expected to occur.

The Project Site is located within the recently updated Hollywood Community Plan area, which designates the Hollywood Lot for Regional Center land uses and the Carlton Lot for High Medium Residential land uses. The Project Site, however, is vested under the C4-1-SN and [Q]R4-1VL Zones, respectively, which are nevertheless consistent with the land

use designations. As previously mentioned, the C4 and R4 Zones allow the proposed commercial FAR and residential density in conjunction with the Density Bonus Affordable Housing Incentive Program request, and the Project is consistent with all other applicable zoning regulations.

The Project reflects the ongoing evolution of the neighborhood, particularly along the commercial corridors such as Hollywood Boulevard, which has been transitioning from highway-oriented uses such as the existing automotive dealership with large surface parking lots, to denser mixed residential and commercial uses with subterranean and/or podium parking incorporated into the new construction. The area is easily accessible via improved streets and highways, including the US-101 freeway located approximately 730 feet east of the Project Site, as well as the Hollywood/Vine Station of the Metro B subway line located approximately 0.25 miles west of the Project Site. The Project Site is a predominantly flat, infill lot in a developed urban area with adequate infrastructure. As proposed, the three main components of the Project would be located on the Hollywood Lot and include a six-story office and retail building to the west, rising to a maximum height of 113 feet, a 35-story residential tower on the eastern portion of the Site, rising to a maximum height of 404 feet, and a low-rise residential village interspersed between. The Carlton Lot would include a four-story residential building with a maximum height of 44.5 feet, similar in scale to other existing mid-rise multi-family residential complexes along Carlton Way. Overall, the Project's floor area, density, and massing are appropriately scaled and situated given these uses in the surrounding area. There are no special circumstances that would preclude the proposed density on the subject property. Therefore, the Project Site is physically suitable for the proposed density of development.

(e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The Project Site is situated in a dense urban area and is currently entirely developed with existing buildings and associated surface parking. Landscaping within the Project Site includes ornamental trees and shrubs, including a total of 15 on-site trees and 18 street trees in the public right-of-way immediately abutting the Project Site, none of which are considered to be protected by the City of Los Angeles Protected Tree and Shrubs Ordinance. The Project Site does not contain wetlands or riparian areas or have significant value as a wildlife habitat, and implementation of the Project would not harm protected species. There are no natural open spaces with water courses such as streams or lakes within and/or directly adjacent to the Project Site and the Project Site and vicinity do not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area, as defined by the City, and are not within or near a designated Significant Ecological Area. The Project Site does not act as a wildlife corridor, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value. The existing 33 trees within and surrounding the Project Site would be removed. In accordance with City requirements, non-protected tree species located on-site would be replaced at a 1:1 ratio, and street trees would be replaced at a 2:1 ratio. The Project would also comply with the LAMC planting requirement of 1 tree per 4 residential units, with the inclusion of 88 on-site trees.

As the Project Site has long been entirely developed and minimal ornamental landscaping and is surrounded by similar development in a heavily urbanized area, it does not possess significant value as habitat. Therefore, the design of the subdivision would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

(f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

The proposed subdivision and subsequent improvements are subject to the provisions of the LAMC (e.g., the Fire Code, Planning and Zoning Code, Health and Safety Code, etc.) and the Building Code. Other health and safety-related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management, etc.).

The VTTM subdivision design is for a single ground lot and nine airspace lots, in conjunction with the development of a mixed-use campus with residential, office, retail, and restaurant uses. The design and layout of the map is consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the LAMC. The VTTM was distributed to and reviewed by the various City agencies of the Subdivision Committee, including, but not limited to, the Bureau of Engineering (BOE), LADBS - Grading Division and Zoning Division, Bureau of Street Lighting, Bureau of Street Services - Urban Forestry Division, and Department of Recreation and Parks, that have the authority to make dedication, and/or improvement recommendations. These public agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval. Specifically, the LADBS - Grading Division has reviewed the VTTM prepared for the Project and has determined that geology/soils reports are not needed as the Project is not located within a Hillside Area, Liquefaction Zone, or earthquake hazard zone.

As discussed above in Finding (c), the Project Site has a long history of automotive related uses, including the current auto dealership and past auto repair and gas station uses. A Phase I ESA and Phase II ESA were prepared for the Project to evaluate potential impacts relative to hazards and hazardous materials. The Site was identified on the FINDS, ECHO, and HWTS databases due to being a hazardous waste generator, chemical storage facility, aboveground petroleum storage facility, a RMP Reporter, and on the Used Oil Program. The Project Site was also identified on the historical UST database with five USTs. Further, the ESA's review of nearby properties identified USTs, potential use of solvents, historic photofinishing and film developing occupancies, historic print shop, and know use of PCE. However, the property is not located within a mapped Methane Zone or Methane Buffer Zone, and the conducted soil and soil gas assessment conducted as part of the Phase II ESA determined that soil and soil gas was not anticipated to pose significant risk to human health, construction cost, or explosion hazard, nor were methane mitigation improvements necessary per the LADBS Mitigation Requirements for Methane Buffer Zones. With implementation of appropriate hazardous materials management protocols at the Project Site and continued compliance with all applicable local, state, and federal laws and regulations relating to environmental protection and the management of hazardous materials during construction, and the implementation of the Mitigation Monitoring Program, the Project would not be likely to cause serious public health problems. Specifically, a Soils Management Plan has been incorporated as Mitigation Measure MM-HAZ-1, wherein, in the event that hazardous materials are discovered during the construction phase, the transport and disposal of any hazardous materials and soil shall obtain approval from LAFD and LADBS. In addition, prior to the issuance of any permits, the Project would be reviewed and approved by LADBS and LAFD to ensure compliance with building, fire, and safety codes

Additionally, the Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist Priolo Zone, Fault Rupture Study Area, Flood Zone, Landslide, Liquefaction, or Tsunami Inundation Zone, and the subdivision and proposed improvements would not

result in serious public health problems related to seismic safety.

Other health and safety related requirements as mandated by law would apply where applicable to ensure the public health and welfare (e.g., asbestos abatement, seismic safety, flood hazard management). Any potentially hazardous materials used during operation would be minimal and used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations, and any associated risk would be adequately reduced through compliance with applicable standards and regulations.

Further, the Project would be adequately served by existing utilities, and the Project Applicant has paid, or committed to pay, all applicable in-lieu fees. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the Hyperion Treatment Plant, which meets statewide ocean discharge standards. The subdivision will be connected to the public sewer system and will have only a minor incremental increase on the effluent treated by the Hyperion Treatment Plant, which has adequate capacity to serve the Project. Moreover, as required by LAMC Section 64.15, further detailed gauging and evaluation will be conducted as part of the required building permit process for the Project, including the requirement to obtain final approval of an updated Sewer Capacity Availability Report demonstrating adequate capacity. In addition, Project-related sanitary sewer connections and on-site water and wastewater infrastructure will be designed and constructed in accordance with applicable LASAN and California Plumbing Code standards.

No adverse impacts to the public health or safety would occur as a result of the design and improvement of the site. Therefore, the design of the subdivision and the proposed improvements are not likely to cause serious public health problems.

(g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

There are no sanitation easements within the proposed VTTM. There are no other recorded instruments identifying easements encumbering the subdivision for the purpose of providing public access. The Project Site is surrounded by public streets and private properties that adjoin improved public streets designed and improved for the specific purpose of providing public access throughout the area. The Project Site does not adjoin or provide access to a public resource, natural habitat, public park, or any officially recognized public recreation area. No streams or rivers cross the site. Needed public access for utilities will be acquired by the City prior to recordation of the proposed tract. Therefore, the design of the subdivision and the proposed improvements would not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

(h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the Applicant has submitted a Preliminary Solar Access Report. As conditioned, the Applicant will be required to submit a Final Solar Access Report with the information regarding architectural design and other design and improvement requirements prior to the issuance of building permits for the Project.

The Project Site is irregular in shape with an east/west long axis, which is conducive for passive solar heat gain from the south and fair for the prevailing wind. The design of the subdivision includes concrete and frame construction, the former of which will lend itself to some passive heat storage. The buildings' colors may be light, which tends to reduce cooling loads. While no formal passive features are contemplated at this time, Title 24 regulations, mandate many passive features and devices such as an optimized building envelope that utilizes high-performance insulation and minimizes air leakage to prevent drafts and reduce energy waste. Prior to obtaining a building permit, the Applicant will consider additional building construction techniques, to further reduce energy needs for heating or cooling.

Therefore, the design of the proposed subdivision will provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

These findings shall apply to both the tentative and final maps for VTTM No. 83987.