

PLANNING DEPARTMENT TRANSMITTAL TO THE CITY CLERK'S OFFICE

CITY PLANNING CASE:	ENVIRONMENTAL CASE:	COUNCIL DISTRICT:
VTT-83987-2A	ENV-2022-6688-EIR-1A	13 - Soto-Martinez
RELATED CASE NOS.:	COUNCIL FILE NO:	PROCEDURAL REGULATIONS:
ZA-2022-6687-CUB-DB-SPR-HCA-1A	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Ch. 1 as of 1/21/24 (Not subject to Processes & Procedures Ord.) <input checked="" type="checkbox"/> Ch. 1A (Subject to Processes & Procedures Ord.)
PROJECT ADDRESS / LOCATION:		
5950 – 6048 West Hollywood Blvd; 6037 West Carlton Way		
APPLICANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
6000 Hollywood Boulevard Associates, LLC	(310) 788-2417	SKallick@allenmatkins.com
APPLICANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Spencer B Kallick, Allen Matkins Leck Gamble Mallory & Natsis, LLP	(310) 788-2417	skallick@allenmatkins.com
APPELLANT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
CREED LA c/o Aidan P. Marshall, Adams, Broadwell, Joseph & Cardozo	(650) 589-1660	amarshall@adamsbroadwell.com
APPELLANT'S REPRESENTATIVE:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Aidan P. Marshall, Adams, Broadwell, Joseph & Cardozo	(650) 589-1660	amarshall@adamsbroadwell.com
PLANNER CONTACT:	TELEPHONE NUMBER:	EMAIL ADDRESS:
Erin Strellich	(213) 847-3626	erin.strellich@lacity.org
ITEMS FOR CITY COUNCIL CONSIDERATION (IE. ENTITLEMENTS, LEGISLATIVE ACTIONS):		
Vesting Tentative Tract (VTT) Second level Appeal.		
FINAL ENTITLMENTS NOT ADVANCING FOR CITY COUNCIL CONSIDERATION: (UNAPPEALED OR NON-APPEALABLE ITEMS)		
<input checked="" type="checkbox"/> N/A		
ITEMS APPEALED:		
Vesting Tentative Tract (VTT) Second level Appeal.		

ATTACHMENTS:	REVISED:	ENVIRONMENTAL DOCUMENT:	REVISED:
<input checked="" type="checkbox"/> Letter of Determination	<input type="checkbox"/>	<input type="checkbox"/> Categorical Exemption (CE) (Notice of Exemption)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Findings of Fact	<input type="checkbox"/>	<input type="checkbox"/> Statutory Exemption (SE) (Notice of Exemption)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Staff Recommendation Report	<input type="checkbox"/>	<input type="checkbox"/> Negative Declaration (ND)	<input type="checkbox"/>
<input checked="" type="checkbox"/> Conditions of Approval	<input type="checkbox"/>	<input type="checkbox"/> Mitigated Negative Declaration (MND)	<input type="checkbox"/>
<input type="checkbox"/> T Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/> Environmental Impact Report (EIR)	<input type="checkbox"/>
<input type="checkbox"/> Proposed Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Mitigation Monitoring Program (MMP)	<input type="checkbox"/>
<input type="checkbox"/> Zone Change Map and Ordinance	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Project Exemption (SCPE)	<input type="checkbox"/>
<input type="checkbox"/> GPA Resolution	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Environmental Assessment (SCEA)	<input type="checkbox"/>
<input type="checkbox"/> Land Use Map	<input type="checkbox"/>	<input type="checkbox"/> Sustainable Communities Environmental Impact Report (SCEIR)	<input type="checkbox"/>
<input type="checkbox"/> Exhibit A – Plans	<input type="checkbox"/>	<input type="checkbox"/> Appendices	<input type="checkbox"/>
<input checked="" type="checkbox"/> Mailing List (both Word and PDF)	<input type="checkbox"/>	<input type="checkbox"/> Other:	<input type="checkbox"/>
<input checked="" type="checkbox"/> Interested Parties List	<input type="checkbox"/>		
<input checked="" type="checkbox"/> Appeal	<input type="checkbox"/>		
<input type="checkbox"/> Development Agreement	<input type="checkbox"/>		
<input type="checkbox"/> Site Photographs	<input type="checkbox"/>		
<input type="checkbox"/> Other:	<input type="checkbox"/>		

NOTES / INSTRUCTIONS:

Please make this VTT Appeal the supplemental Council File number, and the related CEQA Appeal the main file number. Note: as there is a related CEQA Appeal, this tolls the time to act on the VTT Appeal. Therefore, the Time to Act below reflects the same time to act as the CEQA Appeal (75 days).

Copies of the Draft EIR and Final EIR are available on Planning’s website:

Draft EIR: <https://planning.lacity.gov/development-services/eir/6000-hollywood-boulevard-project-1>

Final EIR: <https://planning.lacity.gov/development-services/eir/6000-hollywood-boulevard-project-2>

CITY COUNCIL NOTICE TIMING:	NOTICE LIST (SELECT ALL):	NOTICE PUBLICATION:
<input checked="" type="checkbox"/> 10 days	<input checked="" type="checkbox"/> Owner	<input type="checkbox"/> 10 days
<input type="checkbox"/> 15 days	<input checked="" type="checkbox"/> Applicant	<input type="checkbox"/> 15 days
<input type="checkbox"/> 24 days	<input type="checkbox"/> Adjacent/Abutting	<input type="checkbox"/> 24 days
<input type="checkbox"/> N/A / None	<input type="checkbox"/> 100’ radius	<input checked="" type="checkbox"/> N/A / None
<input type="checkbox"/> Other: [enter here if applicable]	<input type="checkbox"/> 300’ radius	<input type="checkbox"/> Other: [enter here if applicable]
	<input type="checkbox"/> 500’ radius	
	<input checked="" type="checkbox"/> Neighborhood Council	
	<input checked="" type="checkbox"/> Interested Parties	
	<input checked="" type="checkbox"/> Other: Appellant	

FISCAL IMPACT STATEMENT:

Yes No

*If determination states administrative costs are recovered through fees, indicate “Yes.”

PLANNING COMMISSION:	
<input checked="" type="checkbox"/> City Planning Commission (CPC) <input type="checkbox"/> Cultural Heritage Commission (CHC) <input type="checkbox"/> Central Area Planning Commission <input type="checkbox"/> East LA Area Planning Commission <input type="checkbox"/> Harbor Area Planning Commission	<input type="checkbox"/> North Valley Area Planning Commission <input type="checkbox"/> South LA Area Planning Commission <input type="checkbox"/> South Valley Area Planning Commission <input type="checkbox"/> West LA Area Planning Commission
PLANNING COMMISSION HEARING DATE:	COMMISSION VOTE:
November 6, 2025	5 - 0
LAST DAY TO APPEAL:	DATE APPEALED:
December 29, 2025	December 24, 2025
COUNCIL TIME TO ACT:	TIME TO ACT START:
<input type="checkbox"/> 30 days <input type="checkbox"/> 45 days <input type="checkbox"/> 60 days <input checked="" type="checkbox"/> 75 days <input type="checkbox"/> 90 days <input type="checkbox"/> 120 days <input type="checkbox"/> N/A / None <input type="checkbox"/> Other: [enter here if applicable]	<input checked="" type="checkbox"/> Appeal Filing Date <input type="checkbox"/> Received by Clerk <input type="checkbox"/> Last Day to Appeal <input type="checkbox"/> N/A / None <input type="checkbox"/> Other: [enter here if applicable]
TRANSMITTED BY:	TRANSMITTAL DATE:
Cecilia Lamas Commission Executive Assistant II	January 21, 2026



LOS ANGELES CITY PLANNING COMMISSION

200 North Spring Street, Room 272, Los Angeles, California, 90012-4801, (213) 978-1300

www.planning.lacity.org

LETTER OF DETERMINATION

MAILING DATE: DECEMBER 17, 2025

Case No.: VTT-83987-1A

Council District: 13 – Soto-Martinez

CEQA: ENV-2022-6688-EIR (SCH. No. 2023050659)

Plan Area: Hollywood

Related Case: ZA-2022-6687-CUB-DB-SPR-VHCA-1A

Project Site: 5950 – 6048 West Hollywood Blvd; 6037 West Carlton Way

Applicant: 6000 Hollywood Boulevard Associates, LLC
Representative: Spencer B. Kallick, Allen Matkins Leck Gamble Mallory & Natsis LLP

Appellant: CREED LA
Representative: Aidan P. Marshall, Adams Broadwell Joseph & Cardozo

At its meeting of **November 6, 2025**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

Vesting Tentative Tract Map No. 83987 for the merger and re-subdivision of an approximately 3.7-acre site into one ground lot and nine airspace lots; and a Haul Route for the export of up to 252,000 cubic yards of soil.

1. **Found**, based on the independent judgement of the decision-maker, after consideration of the whole of the administrative record, the Project was assessed in the previously certified EIR No. ENV-2022-6688-EIR (SCH No. 2023050659), certified on December 17, 2025, and pursuant to CEQA Guideline, Sections 15162 and 15164, no subsequent EIR, negative declaration, or addendum is required for approval of the Project;
2. **Denied** the appeal and **sustained** the Advisory Agency's determination dated September 2, 2025;
3. **Approved**, pursuant to Sections 17.03 and 17.15 of the Los Angeles Municipal Code, a Vesting Tentative Tract Map No. 83987 (stamped map, dated April 25, 2025) for the merger and re-subdivision of an approximately 3.7-acre site into one ground lot and nine airspace lots; and a Haul Route for the export of up to 252,000 cubic yards of soil;
4. **Adopted** the attached Conditions of Approval; and
5. **Adopted** the attached Findings.

The vote proceeded as follows:

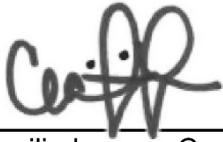
Moved: Rosenstein

Second: Lawshe

Ayes: Choe, Johnson, Zamora

Absent: Chavez, Diaz, Klein, Saitman

Vote: 5 – 0



Cecilia Lamas, Commission Executive Assistant II
Los Angeles City Planning Commission

Fiscal Impact Statement: There is no General Fund impact as administrative costs are recovered through fees.

APPEAL PERIOD - EFFECTIVE DATE

The decision of the Los Angeles City Planning Commission is appealable to City Council within 10 days after the mailing date of this determination letter. Any appeal not filed within the 10-day period shall not be considered by the Council.

FINAL APPEAL DATE: DECEMBER 29, 2025

Notice: An appeal of the CEQA clearance for the Project pursuant to Public Resources Code Section 21151(c) is only available if the Determination of the non-elected decision-making body (e.g., ZA, AA, APC, CPC) is not further appealable and the decision is final.

This grant is not a permit or license and any permits and/or licenses required by law must be obtained from the proper public agency. If any Condition of this grant is violated or not complied with, then the applicant or their successor in interest may be prosecuted for violating these Conditions the same as for any violation of the requirements contained in the Los Angeles Municipal Code (LAMC).

This determination will become effective after the end of appeal period date listed above, unless an appeal is filed with the Department of City Planning. An appeal application must be submitted and paid for before 4:30 PM (PST) on the final day to appeal the determination. Should the final day fall on a weekend or legal City holiday, the time for filing an appeal shall be extended to 4:30 PM (PST) on the next succeeding working day. Appeals should be filed early to ensure the Development Services Center (DSC) staff has adequate time to review and accept the documents, and to allow appellants time to submit payment.

An appeal may be filed utilizing the following options:

Online Application System (OAS): The OAS (<https://planning.lacity.gov/oas>) allows entitlement appeals to be submitted entirely electronically by allowing an appellant to fill out and submit an appeal application online directly to City Planning's DSC, and submit fee payment by credit card or e-check.

Drop off at DSC. Appeals of this determination can be submitted in-person at the Metro or Van Nuys DSC locations, as well as the South Los Angeles DSC on Tuesdays and Thursdays, and payment can be made by credit card or check. City Planning has established drop-off areas at the DSCs with physical boxes where appellants can drop off appeal applications; alternatively, appeal applications can be filed with staff at DSC public counters. Appeal applications must be on the prescribed forms, and accompanied by the required fee and a copy of the determination letter. Appeal applications shall be received by the DSC public counter and paid for on or before the above date or the appeal will not be accepted.

Forms are available online at <http://planning.lacity.gov/development-services/forms>. Public offices are located at:

Metro DSC	Van Nuys DSC	South LA DSC
201 N. Figueroa Street Los Angeles, CA 90012 planning.figcounter@lacity.org (213) 482-7077	6262 Van Nuys Boulevard Van Nuys, CA 91401 planning.mbc2@lacity.org (818) 374-5050	(In person appointments available on Tuesdays and Thursdays 8am-4pm only) 8475 S. Vermont Avenue 1st Floor Los Angeles, CA 90044 planning.southla@lacity.org

City Planning staff may follow up with the appellant via email and/or phone if there are any questions or missing materials in the appeal submission, to ensure that the appeal package is complete and meets the applicable LAMC provisions.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

Verification of condition compliance with building plans and/or building permit applications are done at the City Planning Metro or Valley DSC locations. An in-person or virtual appointment for Condition Clearance can be made through the City's [BuildLA](https://www.lacity.gov/buildla) portal (appointments.lacity.gov). The applicant is further advised to notify any consultant representing you of this requirement as well.



QR Code to Online Appeal Filing



QR Code to Forms for In-Person Appeal Filing



QR Code to BuildLA Appointment Portal for Condition Clearance

Attachments: Conditions of Approval, Findings

cc: Milena Zasadzien, Principal City Planner
 Mindy Nguyen, Senior City Planner
 More Song, City Planner
 Erin Strellich, City Planning Associate

CONDITIONS OF APPROVAL

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

NOTE on clearing conditions: When two or more agencies must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

(Additional BOE improvement conditions are listed in the "Standard Conditions" Section)

1. That, along Hollywood Boulevard and Parcels 7 and 8 under the Brokaw Tract No. 2 (M.B. 02-67) adjoining the subdivision, a 5-foot wide and variable width strip of land be dedicated to complete a 50-foot wide half right-of-way in accordance with Avenue I standards of LA Mobility Plan 2035.
2. That, the subdivider make a request to Bureau of Engineering Central District to determine the capacity of existing sewers in this area.
3. That a set of drawings for airspace lots be submitted to the City Engineer showing the followings:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.
4. That the owners of the property record an agreement satisfactory to the City Engineer stating that they will grant the necessary private easements for ingress and egress purposes to serve proposed airspace lots to use upon the sale of the respective lots and they will maintain the private easements free and clear of obstructions and in safe conditions for use at all times.

Any questions regarding this report should be directed to Quyen Phan of the Permit Case Management Division located at 201 N. Figueroa Street, Suite 290, or by calling (213) 808-8604.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

5. The Tract Map recorded with the County Recorder shall contain the following statement:
"The approval of this Tract Map shall not be construed as having been based upon a geological investigation such as will authorize the issuance of the building permit of the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits."
6. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

7. That prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist related to the subdivision on the subject site. In addition, the following items shall be satisfied:
- a. Provide a copy of affidavits AFF-17518, AFF-4575, AFF-9438, and AFF-15054. Show compliance with all the conditions/ requirements of the above affidavit as applicable. Termination of above affidavit may be required after the Map has been recorded. Obtain approval from the Department, on the termination form, prior to recording.
 - b. The R4 zone portion of the map is limited to a maximum of 17 units based on the [Q] condition. Obtain approval from City Planning to allow the density of the R4 to exceed the [Q] condition.
 - c. Provide a copy of ZA case ZA-2022-6687-DB-CU-CUB-SPR-VHCA. Show compliance with all the conditions/requirements of the ZA case as applicable.
 - d. Show all street dedications as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front yard and density requirements shall be required to comply with current code as measured from new property lines after dedications.
 - e. Record a Covenant and Agreement for the Ground Lot to treat the buildings and structures located in the Air Space Subdivision as if they were within a single lot.

Notes:

The proposed building plans have not been checked for and shall comply with Building and Zoning Code requirements. With the exception of revised health or safety standards, the subdivider shall have a vested right to proceed with the proposed development in substantial compliance with the ordinances, policies, and standards in effect at the time the subdivision application was deemed complete. Plan check will be required before any construction, occupancy or change of use.

If the proposed development does not comply with the current Zoning Code, all zoning violations shall be indicated on the Map.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Laura Duong at (213) 482-0434 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

8. A minimum of 20-foot reservoir space be provided between any security gate(s) and the property line when driveway is serving less than 100 parking spaces. Reservoir space will increase to 40-feet and 60-feet when driveway is serving more than 100 and 300 parking spaces respectively or as shall be determined to the satisfaction of the Department of Transportation.
9. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or sidewalk, LAMC 12.21 A.

10. Driveway(s) and vehicular access for residential component of any development should be with the requirements of condition 12 below or as shall be determined to the satisfaction of the Department of Transportation.
11. Project shall comply with requirements of the Department of Transportation's attached assessment report (DOT Case No. CEN22-54325) dated, August 9, 2024 to the attention of Brenda Kahinju, Administrative Clerk, Department of City Planning.
12. There is a mid-block crosswalk adjacent to the proposed westerly ingress driveway along Hollywood Boulevard (Page 6 of the attached DOT Case No. CEN22-54325). Applicant should provide for a safe distance between them by relocation of the driveway and/or crosswalk or as shall be determined to the satisfaction of the Department of Transportation.
13. A parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Room 550. For an appointment, contact LADOT's One Stop email at: ladot.onestop@lacity.org.
14. That a fee in the amount of \$205 be paid to LADOT as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Please contact this section at ladot.onestop@lacity.org for any questions regarding the above.

FIRE DEPARTMENT

15. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
 - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - b. Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
 - c. One or more Knox Boxes will be required to be installed for LAFD access to project. Location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).
 - d. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - e. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - f. Fire Lane Requirements:
 - i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

- ii. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - iii. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - iv. Submit plot plans indicating access road and turning area for Fire Department approval.
 - v. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - vi. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - vii. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
 - viii. All public street and fire lane cul-de-sacs shall have the curbs painted red and/or be posted "No Parking at Any Time" prior to the issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy for any structures adjacent to the cul-de-sac.
 - ix. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- g. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
 - h. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.
 - i. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
 - j. The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

- k. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into

the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

- l. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building.
- m. This policy does not apply to single-family dwellings or to non-residential buildings.
- n. Site plans shall include all overhead utility lines adjacent to the site.
- o. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- p. No proposed development utilizing cluster, group, or condominium design of one or two family dwellings shall be more than 150 feet from the edge of the roadway of an improved street, access road, or designated fire lane.
- q. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".
- r. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
- s. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
- t. Standard cut-corners will be used on all turns.
- u. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.
- v. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Safety Plan, which is an element of the General Plan of the City of Los Angeles
- w. Recently, the Los Angeles Fire Department (LAFD) modified Fire Prevention Bureau (FPB) Requirement 10. Helicopter landing facilities are still required on all High-Rise buildings in the City. However, FPB's Requirement 10 has been revised to provide two new alternatives to a full FAA-approved helicopter landing facilities.
- x. Each standpipe in a new high-rise building shall be provided with two remotely located FDC's for each zone in compliance with NFPA 14-2013, Section 7.12.2.
- y. During demolition, the Fire Department access will remain clear and unobstructed.
- z. The Fire Department has no objection to the Airspace Vacation.
- aa. FPB #105.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based

- upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.
- i. That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:
 - ii. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
 - iii. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
 - iv. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
 - v. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
 - vi. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
 - bb. The plot plans shall be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.
 - cc. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
 - dd. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.
 - ee. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, Private Street or Fire Lane. This stairwell shall extend onto the roof.
 - ff. Entrance to the main lobby shall be located off the address side of the building.

- gg. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.
- hh. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- ii. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- jj. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6543. You should advise any consultant representing you of this requirement as well.

DEPARTMENT OF WATER AND POWER

- 16. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c))

BUREAU OF STREET LIGHTING – SPECIFIC CONDITIONS

- 17. Prior to the recordation of the final map or issuance of the Certificate of Occupancy (C of O), street lighting improvement plans shall be submitted for review and the owner shall provide a good faith effort via a ballot process for the formation or annexation of the property within the boundary of the development into a Street Lighting Maintenance Assessment District.

BUREAU OF STREET SERVICES, URBAN FORESTRY DIVISION

- 18. Project shall preserve all healthy mature street trees whenever possible. All feasible alternatives in project design should be considered and implemented to retain healthy mature street trees. A permit is required for the removal of any street tree and shall be replaced 2:1 as approved by the Board of Public Works and Urban Forestry Division.
- 19. Plant street trees at all feasible planting locations within dedicated streets as directed and required by the Bureau of Street Services, Urban Forestry Division. All tree plantings shall be installed to current tree planting standards when the City has previously been paid for tree plantings. The subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction for tree planting direction and instructions.

Note: Removal of street trees requires approval from the Board of Public Works. All projects must have environmental (CEQA) documents that appropriately address any removal and replacement

of street trees. Contact Urban Forestry Division at: (213) 847-3077 for tree removal permit information.

BUREAU OF SANITATION

20. The Clean Water North Conveyance Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structures and/or potential maintenance issues, as stated in their memo dated July 27, 2023.

Note: This Approval is for the Tract Map only and represents the office of LA Sanitation/CWCDs. The applicant may be required to obtain other necessary Clearances/Permits from LA Sanitation and appropriate District office of the Bureau of Engineering.

If you have any questions, please contact Rafael Yanez at (323) 342-1563.

DEPARTMENT OF RECREATION AND PARKS

21. That the Project provide an in-lieu fee payment in order to fulfill the Project's requirements under provisions of LAMC 12.33.

INFORMATION TECHNOLOGY AGENCY

22. To assure that cable television facilities will be installed in the same manner as other required improvements, please email cabletv.ita@lacity.org that provides an automated response with the instructions on how to obtain the Cable TV clearance. The automated response also provides the email address of three people in case the applicant/owner has any additional questions.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

23. Prior to the issuance of the building permit or the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. A solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - b. The subdivider consider the use of solar energy and consult with the Department of Water and Power regarding feasible energy conservation measures.
24. Prior to the issuance of the building permit or the recordation of the final map, a copy of the Case No. ZA-2022-6687-CUB-DB-SPR-VHCA shall be submitted to the satisfaction of the Advisory Agency. In the event ZA-2022-6687-CUB-DB-SPR-VHCA is not approved, the subdivider shall submit a tract modification.
25. Prior to the issuance of a grading permit, the subdivider shall record and execute a Covenant and Agreement (Planning Department General Form CP-6770), binding the subdivider to the following haul route conditions:
- a. The approved haul route is as follows:
 - Loaded Truck:
 - Exit jobsite onto Hollywood Boulevard (Eastbound)
 - Turn right onto Southbound Hollywood Freeway (US-101) on-ramp

- Merge onto Southbound Hollywood Freeway (US-101)
- Merge onto Eastbound San Bernardino Freeway (1-10) ramp
Continue onto disposal site: Vulcan Materials Company (outside of city limits)

Unloaded Truck:

- Continue on Westbound San Bernardino Freeway (I-10)
 - Merge onto Northbound Hollywood Freeway(I-101)
 - Take exit 8c towards Gower Street
 - Turn left onto Gower Street (Southbound)
 - Turn left onto Hollywood Boulevard (Eastbound)
Turn right onto jobsite: 6000 Hollywood Boulevard, Los Angeles, CA 90028
- b. Hours of Operation: To avoid peak traffic hours, limit hours of the hauling operation, Monday thru Friday: **9:00 AM to 3:00 PM**. Saturday: **8:00 AM to 4:00 PM**. **No hauling should be performed on Sundays and holidays.**
- c. Haul Route Staging: No staging on Hollywood Boulevard. All trucks shall be staged on jobsite.
- NOTE: NO INTERFERENCE TO TRAFFIC, ACCESS TO DRIVEWAYS MUST BE MAINTAINED AT ALL TIMES.**
- d. Hauling Operations: Hauling operations may be conducted on alternate major or secondary highway routes any day where freeway on-ramps or off-ramps, or other freeway ramps or streets listed on the approved haul route are closed, until the streets or freeway ramps are reopened to through traffic.
- e. Required Permit Fee and Bond: PERMIT FEE MUST BE PAID BEFORE THE DEPARTMENT OF BUILDING AND SAFETY WILL ISSUE A GRADING PERMIT.
- a. Under the provisions of Section 62.201 of the Los Angeles Municipal Code, the following permit fee shall be required:
 - i. A total of 210,000 cubic yards of material moved 0.18 miles within the hillside at a rate of \$0.29 per cubic yard per mile would exceed the maximum chargeable under the Ordinance. Therefore, the maximum fee chargeable, \$3000 shall be due.
 - b. The required permit fee shall be paid at the Street Services Investigation and Enforcement Division office, 1149 South Broadway, Suite 350, Los Angeles, CA 90015, telephone (213) 847-6000.
 - c. Under the provisions of Section 62.202 of the Los Angeles Municipal Code, a cash bond or surety bond in the amount of \$70,000 shall be required from the property owner to cover any road damage and/or street cleaning costs resulting from the hauling activity.
 - d. Forms for the bond will be issued by Bond Control, Bureau of Engineering Valley District Office, 6262 Van Nuys Boulevard, Suite 251, Van Nuys, CA 91401, telephone (818) 374- 5090.
- f. Special Conditions: An authorized Public Officer may make additions to, or modifications of, the following conditions if necessary to protect the health, safety, and welfare of the general public:

- a. The vehicles used for hauling shall be double-bottom dump trucks.
 - b. All trucks are to be cleaned of loose earth at the export site to prevent spilling. The contractor shall remove any material spilled onto the public street.
 - c. All trucks are to be watered at the export site to prevent excessive blowing of dirt.
 - d. The applicant shall comply with the State of California, Department of Transportation policy regarding movement of reducible loads.
 - e. Total amount of dirt to be hauled shall not exceed 210,000 cubic yards.
 - f. "Truck Crossing" warning signs shall be placed 300 feet in advance of the exit in each direction.
 - g. Flagpersons shall be required at the job site to assist the trucks in and out of the project area. Flagpersons and warning signs shall be in compliance with Part II of the latest Edition of "Work Area Traffic Control Handbook."
 - h. The permittee shall comply with all regulations set forth by the State of California,
 - i. Department of Motor Vehicles pertaining to the hauling of earth.
 - j. The City of Los Angeles, Department of Transportation, telephone (213) 485-2298, shall be notified 72 hours prior to beginning operations in order to have temporary "No Parking" signs posted along streets in haul route.
 - k. A copy of the approval letter from the City, the approved haul route and the approved grading plans shall be available on the job site at all times.
 - l. Any change to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact the Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.
 - m. The permittee shall notify the Street Services Investigation and Enforcement Division at (213) 847-6000 at least 72 hours prior to the beginning of hauling operations and shall notify the Division immediately upon completion of hauling operations.
 - n. The application shall expire eighteen months after the date of the Board of Building and Safety Commission and/or the Department of City Planning approval. The permit fee shall be paid to the Street Services Investigation and Enforcement Division prior to the commencement of hauling operations.
26. Indemnification and Reimbursement of Litigation Costs. Applicant shall do all of the following:
- (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental

- review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
 - (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
 - (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the applicant otherwise created by this condition.

DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES

27. Implementation. The Mitigation Monitoring Program (MMP), that is part of the case file and attached as Exhibit B, shall be enforced throughout all phases of the Project. The Applicant shall be responsible for implementing each Project Design Features (PDF) and Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each PDF and MM has been implemented. The Applicant shall maintain records demonstrating compliance with each PDF and MM. Such records shall be made available to the City upon request.
28. Construction Monitor. During the construction phase and prior to the issuance of building permits, the Applicant shall retain an independent Construction Monitor (either via the City or through a third-party consultant), approved by the Department of City Planning, who shall be responsible for monitoring implementation of PDFs and MMs during construction activities consistent with the monitoring phase and frequency set forth in this MMP.

The Construction Monitor shall also prepare documentation of the Applicant's compliance with the PDFs and MMs during construction every 90 days in a form satisfactory to the Department of City Planning. The documentation must be signed by the Applicant and Construction Monitor and be included as part of the Applicant's Compliance Report. The Construction Monitor shall be obligated to immediately report to the Enforcement Agency any non-compliance with the PDFs and MMs within two businesses days if the Applicant does not correct the non-compliance within a reasonable time of notification to the Applicant by the monitor or if the non-compliance is repeated. Such non-compliance shall be appropriately addressed by the Enforcement Agency.

29. Substantial Conformance and Modification. After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made subject to City approval. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. This flexibility is necessary in light of the nature of the MMP and the need to protect the environment. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

The Project shall be in substantial conformance with the PDFs and MMs contained in the MMP. The enforcing departments or agencies may determine substantial conformance with PDFs and MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a PDF or MM may be modified or deleted as follows: the enforcing department or agency, or the decision maker for a subsequent discretionary project related approval finds that the modification or deletion complies with CEQA, including CEQA Guidelines Sections 15162 and 15164, which could include the preparation of an addendum or subsequent environmental clearance, if necessary, to analyze the impacts from the modifications to or deletion of the PDF or MMs. Any addendum or subsequent CEQA clearance shall explain why the PDF or MM is no longer needed, not feasible, or the other basis for modifying or deleting the PDF or MM, and that the modification will not result in a new significant impact consistent with the requirements of CEQA. Under this process, the modification or deletion of a PDF or MM shall not, in and of itself, require a modification to any Project discretionary approval unless the Director of Planning also finds that the change to the PDF or MM results in a substantial change to the Project or the non-environmental conditions of approval.

30. **Human Remains Inadvertent Discovery.** In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance

activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance activities, the following procedures shall be followed:

- a. Stop immediately and contact the County Coroner: 1104 North Mission Road Los Angeles, CA 90033 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays).
- b. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- c. The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- d. The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- e. If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

31. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (Ground disturbance activities shall include the following: excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

- a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning.
- b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
- c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.
- d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.
- f. The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

BUREAU OF ENGINEERING - STANDARD CONDITIONS

S-1.

- (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the Los Angeles Municipal Code (LAMC).
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.
- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
- (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
- (e) That drainage matters be taken care of satisfactory to the City Engineer.
- (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
- (g) That any required slope easements be dedicated by the final map.

- (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
 - (i) That 1-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The 1-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
 - (j) That any 1-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
 - (k) That no public street grade exceeds 15 percent.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 2010.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
 - (b) Make satisfactory arrangements with the Department of Traffic with respect to street name, warning, regulatory and guide signs.
 - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
 - (d) All improvements within public streets, private streets, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.
 - (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements are either constructed prior to recordation of the final map or that the construction is suitably guaranteed:
- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
 - (b) Construct any necessary drainage facilities.
 - (c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.
 - 1) Improvement Condition: Construct new street light: one (1) on Carlton Way. If street widening per BOE improvement conditions, relocate and upgrade street lights: seven (7) on Hollywood Blvd.

NOTES:

The quantity of street lights identified may be modified slightly during the plan check process based on illumination calculations and equipment selection.

Conditions set: 1) in compliance with a Specific Plan, 2) by LADOT, or 3) by other legal instrument excluding the Bureau of Engineering conditions, requiring an improvement that will change the geometrics of the public roadway or driveway apron may require additional or the reconstruction of street lighting improvements as part of that condition.

- (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213) 847-3077 upon completion of construction to expedite tree planting.
- (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
- (f) Construct access ramps for the handicapped as required by the City Engineer.
- (g) Close any unused driveways satisfactory to the City Engineer.
- (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 2010.
- (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - i. Improve Hollywood Boulevard being dedicated and adjoining the subdivision with the construction of a new 20-foot wide concrete sidewalk, including tree wells. Repair and or replace any broken, damaged/cracked concrete curb, and roadway pavement, including any necessary removal and reconstruction of existing improvements.
 - ii. Improve Carlton Way adjoining the subdivision with the repair and or replacement of any broken, damaged/cracked concrete curb, sidewalk and roadway pavement. Landscape the parkway, including any necessary removal and reconstruction of the existing improvements all satisfactory to the City Engineer.
 - iii. That Board of Public Works approval be obtained, prior to the recordation of the final map, the removal of any tree in the existing or proposed right-of-way area associated with improvements requirements outlined herein. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for removal of such trees.
 - iv. Construct the necessary off-site and on-site sewers satisfactory to the City Engineer – Central District Office.

Notes:

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due

to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with Section 17.05 N of the Los Angeles Municipal Code (LAMC).

The final map must be recorded within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

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 known 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.