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CITY PLANNING**

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Decision Date: November 5, 2024

Appeal Period Ends: November 15, 2024

333 South Hope Street Co. LLC (A)(O)
601 S. Figueroa Street, Suite 2200
Los Angeles, CA 90071

James E. Pugh, Esq. (R)
Sheppard Mullin Richter & Hampton LLP
333 S. Hope Street, 43rd floor
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Case No. VTT-83538
Related Case: DIR-2021-9334-SPP-
SPPA-HCA; ZA-2022-8898-
ZAI

CEQA NO: ENV-2021-9335-CE
Address: 333 S. Hope Street
Community Plan: Central City
Zone: C4-4D
District Map: 130-5A209, 130-5A211,
132A211
Council District: 14 - de León
Legal Description: Lot 1 of Tract TR
21409

The Advisory Agency determined, based on the whole administrative record, that the project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption, pursuant to Section 15300.2, applies; and

In accordance with provisions of Section 17.06 and 17.15 of the Los Angeles Municipal Code (LAMC), the Advisory Agency approves Vesting Tentative Tract Map No. VTT-83538 to permit the subdivision of one lot into one ground lot and three airspace lots, located at 333 S. Hope Street, as shown on revised map stamp-dated April 12, 2022. This unit density is based on the C4-4D Zones. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety which will legally interpret the Zoning Code as it applies to this particular property.) The Advisory Agency's approval is subject to the following conditions:

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

Contact Quyen Phan of the Permit Case Management Division, located at 201 North Figueroa Street, Suite 290, or by calling (213) 808-8604.

1. That the Pedestrian Corridor shall be shown on the final map and that the use of any components of the Pedestrian Corridor by the public shall not be revoked by the owner of any building without the prior written approval of the Director of Planning and the City Engineer pursuant to the Bunker Hill Specific Plan Section 9.C.e.
2. That all existing public easements within this subdivision shall be shown on the final map satisfactory to the BOE-Survey Division.
3. That a revised map be submitted satisfactory to the City Planning Department and City Engineer prior to the submittal of the final map delineating all right-of-way dimensions, approved dedications, and pedestrian easements adjoining the subdivision. This map will be used for final map checking purposes.
4. That all the proposed tract map boundary lines be properly established in accordance with Section 17.07.D of the Los Angeles Municipal Code prior to the recordation of the final map satisfactory to the City Engineer (Survey Division).
5. That the subdivider make a request to the Central District Office of the Bureau of Engineering to determine the capacity of existing sewers in this area.
6. 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.
7. 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.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

Grading Division approvals are conducted at 221 North Figueroa Street, 12th Floor suite 1200. 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.

8. That prior to issuance of a grading or building permit, or prior to recordation of the final map, the subdivider shall make suitable arrangements to assure compliance,

satisfactory to the Department of Building and Safety, Grading Division, with all the requirements and conditions contained in Geology and Soils Report Approval dated November 12, 2021, Year, Log No. 119338 and attached to the case file for Vesting Tentative Tract No. 83538.

DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

Contact Laura Duong of the Department of Building and Safety Zoning Section at (213) 482-0434.

9. 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 on the subject site. In addition, the following items shall be satisfied:
- a. Provide a copy of DIR case DIR-2021-9334-SPP-SPPA-HCA and ZA case ZA-2022-8898-ZAI. Show compliance with all the conditions/requirements of the DIR and ZA cases as applicable.
 - b. Show all street dedication(s) 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.
 - c. Record a Covenant and Agreement to treat the buildings and structures located in an Air Space Subdivision as if they were within a single lot.

Notes:

The submitted Map may not comply with the number of parking spaces required by Section 12.21 A 4 (a) based on number of habitable rooms in each unit. If there are insufficient numbers of parking spaces, obtain approval from the Department of City Planning.

The existing or 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.

DEPARTMENT OF TRANSPORTATION

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.

10. 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.

11. Parking stalls shall be designed so that a vehicle is not required to back into or out of any public street or, LAMC 12.21 A.
12. Driveway(s) and vehicular access for residential component of any development should be limited to the street with lowest classification or as shall be determined to the satisfaction of the Department of Transportation.
13. Project shall comply with requirements of the Department of Transportation's assessment report (DOT Case No. CEN21-51745) dated, May 13, 2022 to the attention of Susan Jimenez, Department of City Planning.
14. 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.
15. That a fee in the amount of \$205 be paid for the Department of Transportation 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.

DEPARTMENT OF TRANSPORTATION – HAUL ROUTE CONDITIONS

16. That the Loaded Truck Route be as follows: From the project site, north on Flower Street, west (left) onto 3rd Street, merge onto CA-110 North Freeway, merge onto US-101 South Highway, merge I-10 East Freeway to the landfill outside the city limits.
17. That the Empty Truck Route be as follows: From the landfill outside the city limits, west on I-10 West Freeway, merge onto US-101 North Highway, merge onto CA-110 South Freeway, exit at Beaudry Avenue, south (left) onto Beaudry Avenue, east (left) onto 4th Street, north (left) onto Flower Street to the project site.
18. That the hauling hours of operation, to avoid peak traffic hours, be limited to: 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.
19. That the staging area be on-site only. Flag control is required at the project site during the hauling operation.
20. That 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.

FIRE DEPARTMENT

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.

21. That 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. 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.
 - f. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
 - g. 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.
- h. 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.
 - i. The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.
 - j. The entrance to a Residential lobby must be within 50 feet of the desired street address curb face.
 - k. 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)
- i. 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.
 - ii. 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.
 - iii. This policy does not apply to single-family dwellings or to non-residential buildings.
- l. Site plans shall include all overhead utility lines adjacent to the site.
 - m. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - n. 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.
 - o. On small lot subdivisions, any lots used for access purposes shall be recorded on the final map as a "Fire Lane".
 - p. Construction of public or private roadway in the proposed development shall not exceed 10 percent in grade.
 - q. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
 - r. Standard cut-corners will be used on all turns.
 - s. 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.

- t. 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
- u. 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.
- v. 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.
- w. During demolition, the Fire Department access will remain clear and unobstructed.
- x. 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.
- y. 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:
 - i. 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.
 - ii. 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.
 - iii. 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.
 - iv. 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.
 - v. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.
- z. 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.
- aa. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
 - bb. Provide Fire Department pathway front to rear with access to each roof deck via gate or pony wall less than 36 inches.
 - cc. 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.
 - dd. Entrance to the main lobby shall be located off the address side of the building.
 - ee. 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.
 - ff. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
 - gg. 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.
 - hh. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

DEPARTMENT OF WATER AND POWER

Questions regarding WSO clearance should be directed to LADWP, Water Distribution Engineering, P.O. Box 51111, Room 1425, Los Angeles, California 90051-5700 or (213) 367-1216.

- 22. 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

Street Lighting clearance for this Street Light Maintenance Assessment District condition is conducted at 1149 S. Broadway Suite 200. Street Lighting improvement condition clearance will be conducted at the Bureau of Engineering District office.

- 23. That 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 SANITATION

- 24. That the project be subject to any recommendations from the Bureau of Sanitation.

DEPARTMENT OF RECREATION AND PARKS

Park fees are paid at 221 North Figueroa Street, Suite 400, Los Angeles. Please contact Park Fees staff at 213-202-2682 or rap.parkfees@lacity.org, for any questions or comments, at your convenience.

25. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee.

URBAN FORESTRY DIVISION AND THE DEPARTMENT OF CITY PLANNING

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.

26. Prior to the issuance of a grading permit, the applicant shall submit a tree report and landscape plan prepared by a Municipal Code-designated tree expert as designated by LAMC Ordinance No. 177,404, for approval by the City Planning Department and the Urban Forestry Division of the Bureau of Street Services.
27. The 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.
28. The project shall 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.

DEPARTMENT OF CITY PLANNING - SITE SPECIFIC CONDITIONS

Clearances may be conducted at the Figueroa, Valley, or West Los Angeles Development Services Centers. To clear conditions, an appointment is required, which can be requested at planning.lacity.gov.

29. Prior to 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:
- Limit the proposed development to a maximum of one ground lot and three airspace lots per Vesting Tentative Tract 83538.
 - That the subdivider shall comply with [D]/(D) Condition(s).
 - That the subdivider shall comply with the Bunker Hill Specific Plan prior to the issuance of a building or grading permit as set forth in the planning entitlements.
 - That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - That the subdivider consider the use of natural gas and/or solar energy and consult with the Department of Water and Power and Southern California Gas

- Company regarding feasible energy conservation measures.
- f. 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. Action 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.

- g. 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:
- i. Streets to be used are limited to:
Loaded truck route: From the project site, north on Flower Street, west (left) onto 3rd Street, merge onto CA-110 North Freeway, merge onto US-101 South Highway, merge I-10 East Freeway to the landfill outside the city limits.
Empty truck route: From the landfill outside the city limits, west on I-10 West Freeway, merge onto US-101 North Highway, merge onto CA-110 South Freeway, exit at Beaudry Avenue, south (left) onto Beaudry Avenue, east (left) onto 4th Street, north (left) onto Flower Street to the project site.
 - ii. Hours of operation shall be from 9:00 a.m. to 3:00 p.m. Monday through Friday. 8:00 a.m. to 4:00 p.m. Saturday. No hauling shall be performed on Sundays.
 - iii. Days of the week shall be Monday through Saturday.
 - iv. Total trips per day shall be 10.
 - v. Duration of project shall be 21 weeks.
 - vi. Trucks shall be restricted to 10-wheel dump trucks or smaller for streets with a width of 25 feet or less. Eighteen-wheel dump trucks are permitted on streets with a width greater than 25 feet. There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets.
 - vii. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified prior to the start of hauling (213) 486-0777.
 - viii. Streets shall be cleaned of spilled materials at the termination of each work day.
 - ix. The final approved haul routes and all the conditions of approval shall be available on the job site at all times.

- x. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- xi. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.
- xii. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- xiii. All trucks are to be watered at the job site to prevent excessive blowing dirt.
- xiv. All trucks are to be cleaned of loose earth at the job site to prevent spilling. Any material spilled on the public street shall be removed by the contractor.
- xv. The applicant shall be in conformance with the State of California, Department of Transportation, policy regarding movements of reducible loads.
- xvi. All regulations set forth in the State of California Department of Motor Vehicles pertaining to the hauling of earth shall be complied with.
- xvii. A Truck Crossing warning sign shall be placed 300 feet in advance of the exit in each direction.
- xviii. One flag person(s) shall be required at the job and dump sites to assist the trucks in and out of the project area. Flag person(s) and warning signs shall be in compliance with Part II of the 1985 Edition of Work Area Traffic Control Handbook.
- xix. 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 the route.
- xx. Any desire to change the prescribed routes must be approved by the concerned governmental agencies by contacting Street Services Investigation and Enforcement Division at (213) 847-6000 before the change takes place.
- xxi. The permittee shall notify Street Services Investigation and Enforcement Division, (213) 847-6000, at least 72 hours prior to the beginning of hauling operations and shall also notify the Division immediately upon completion of hauling operations.
- xxii. A surety or cash bond shall be posted in an amount satisfactory to the City Engineer for maintenance of haul route streets. The forms for the bond will be issued by the Central Los Angeles District Engineering Office, 201 N. Figueroa Street, Land Development Section, Suite 1150, Los Angeles, CA 90012. Further information regarding the bond may be obtained by calling (213) 202-3495.

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%.
 - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- 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.
 - i. Construct new pedestrian lights: five (5) on Flower St., five (5) on Hope St., three (3) on 4th St., and three (3) on 3rd St. If street widening per BOE improvement conditions, relocate and upgrade street lights; five (5) on Flower St., four (4) on 3rd St., six (6) on Hope St., and three (3) on 4th St.

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 condition S-3 (i), 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 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design.
 - (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
 - a. Improve 3rd Street adjoining the subdivision with the repair and or replacement of all damaged, cracked or off-grade sidewalk, integral concrete curb, gutter, and roadway pavement. Reconstruct existing curb ramps per BOE standard plan and Special Order 01-1020, including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
 - b. Improve Flower Street adjoining the subdivision with the repair and or replacement of all damaged, cracked or off-grade sidewalk, integral concrete curb, gutter, concrete bus pad and roadway pavement. Reconstruct existing curb ramps per BOE standard plan and Special Order 01-1020, including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
 - c. Improve 4th Street adjoining the subdivision with the repair and or replacement of all damaged, cracked or off-grade sidewalk, integral concrete curb, gutter, concrete bus pad and roadway pavement including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
 - d. Improve Hope Street adjoining the subdivision with the repair and or replacement of all damaged, cracked or off-grade sidewalk, integral concrete curb, gutter, concrete bus pad and roadway pavement. Reconstruct existing curb ramps per BOE standard plan and Special Order 01-1020, including any necessary removal and reconstruction of the existing improvements satisfactory to the City Engineer.
 - e. Construct any necessary on-site mainline and house connection sewers satisfactory to the City Engineer.
 - f. That Board of Public Works approval be obtained, prior to the recordation of the final map for 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.
 - g. That a Revocable Permit be obtained for any existing or proposed non-standard elements encroaching into the public right-of-way, including but not limited to walls, gates, fences, non-standard concrete pavers, landscaping and irrigation system, etc.

NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract map action. However the existing or proposed zoning may not permit this number of units. This vesting map does not constitute approval of any variations from the Municipal Code, unless approved specifically for this project under separate conditions.

Any removal of the existing street trees shall require Board of Public Works approval.

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 OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. VTT-83538, 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 WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

The Land Use Element of the General Plan consists of the 35 Community Plans within the City of Los Angeles. The Community Plans establish goals, objectives, and policies for future developments at a neighborhood level. Additionally, through the Land Use Map, the Community Plan designates parcels with a land use designation and zone. The Land Use Element is further implemented through the Los Angeles Municipal Code (LAMC). The zoning regulations contained within the

LAMC regulates, but is not limited to, the maximum permitted density, height, parking, and the subdivision of land.

The subdivision of land is regulated pursuant to Article 7 of the LAMC. Pursuant to LAMC Section 17.05 C., tract maps are to be designed in conformance with the tract 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 site is located within the Central City Community Plan, which designates the site with the Regional Center Commercial land use designation and the corresponding zones of CR, C1.5, C2, C4, C5, R3, R4, R5, RAS3, and RAS4. The project site is zoned C4-4D, which is consistent with the land use designation. As shown on the Vesting Tentative Tract Map, the project proposes one ground lot and three airspace lots.

In addition to LAMC Section 17.05 C, LAMC Section 17.06 B requires that the tract map be prepared by or under the direction of a licensed surveyor or registered civil engineer. The tract map was prepared by Christopher M. Jones, Licensed Land Surveyor No. 8193 and contains information regarding the boundaries of the project site, as well as the abutting public rights-of-way, and improvements of the tract map. The tract map indicates the tract number, notes, legal description, contact information as required by LAMC Section 17.06 B. Therefore, the proposed map demonstrates compliance with LAMC Sections 17.05 C and 17.06 B and is consistent with the applicable General Plan in conjunction with the approval of Case Nos. DIR-2021-9334-SPP-SPPA-HCA and ZA-2022-8898-ZAI.

The project site is within the Bunker Hill Specific Plan. As discussed later in Finding (b), while the Applicant is requesting an SPPA pursuant to Section 6.C of the Bunker Hill Specific Plan to provide certain relief from the design regulations set forth in Section 8 of the Specific Plan, the project substantially complies with the applicable regulations, findings, standards, and provisions of the Specific Plan.

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

For purposes of a subdivision, design and improvement is defined by Section 66418 and 66419 of the Subdivision Map Act and LAMC Section 17.02. Design refers to the configuration and layout of the proposed lots in addition to the proposed site plan layout. Pursuant to Section 66427(a) of the Subdivision Map Act, the location of the buildings is not considered as part of the approval or disapproval of the map by the Advisory Agency. Easements and/or access and “improvements” refers to the infrastructure facilities serving the subdivision. LAMC Section 17.05 enumerates the design standards for a tract map and requires that each map be designed in conformance with the Street Design Standards and in conformance with the General Plan. As indicated in Finding (a), LAMC Section 17.05 C requires that the tract map be designed in conformance with the zoning

regulations of the project site. The project site is zoned C4-4D and designated for Regional Center Commercial land uses. The proposed map is generally consistent with the underlying land use designation, the Central City Community Plan, the Zoning Code, the Bunker Hill Specific Plan, and the Mobility Plan 2035.

The tract map was distributed to and reviewed by the various city agencies of the Subdivision Committee that have the authority to make dedication, and/or improvement recommendations. The Bureau of Engineering reviewed the tract map for compliance with the Street Design Standards. The Bureau of Engineering has recommended the construction of the necessary on-site mainline sewers and all necessary street improvements will be made to comply with the Americans with Disabilities Act (ADA) of 2010. The Bureau of Street Lighting recommended street lighting facilities to serve the tract on 3rd Street, Flower Street, 4th Street, and Hope Street. As conditioned, the design and improvements of the proposed subdivision are consistent with the applicable General Plan.

The maximum allowable floor area for the project site is 1,620,000 square feet. The project proposes the development of a new 34-story multi-family residential structure that would occupy the southern portion of the site, located adjacent to the corner of Hope Street and 4th Street. It would include 366 units, associated amenities, and a ground floor café with a total area of 309,160 square feet. 22,052 square feet of existing office space would be reallocated to the Concourse Level of the new residential building, resulting in a total of 1,618,502 square feet of floor area on the entire project site and a maximum floor area ratio (FAR) of 8.82:1. The proposed 309,160 square feet of floor area and resulting 1,618,502 square feet of total floor area complies with the allowable floor area under the Specific Plan, Section 7.B.1. There is no limitation to maximum residential density per Section 7.G of the Specific Plan.

As depicted on Vesting Tentative Tract No. 83538, the Applicant is requesting waiver of all street dedications and associated street improvements, as well as sidewalk easements set forth in the Downtown Street Standards, for the project site. The Downtown Street Standards require a 10-foot wide sidewalk followed by a 5-foot sidewalk easement on Hope Street, a 12-foot wide sidewalk followed by a 3-foot sidewalk easement on 4th Street, a 15-foot wide sidewalk followed by a 3-foot average sidewalk easement on Flower Street, and a 12-foot wide sidewalk followed by a 6-foot sidewalk easement on lower 3rd Street and a 2.5-foot sidewalk easement on upper 3rd Street. The Applicant is requesting waivers of 20-foot curved radius dedication for corners of Hope Street and 4th Street, 4th Street and Flower Street, and Flower Street and 3rd Street.

The applicant is seeking a Director's Determination for Alternative Design (Project Permit Adjustment) to determine that the project complies with the applicable purposes of the Specific Plan even if its design elements do not comply. The project site is currently improved with a high-rise commercial tower and landscaped plaza atop a multistory podium bounded by Hope Street, 4th Street,

Flower Street, and 3rd Street. The project site experiences a significant grade change between Hope Street and Flower Street. Due to constraints associated with the project site's existing below- and at grade infrastructure, compliance with the following setback and design requirements is infeasible:

Section 8.B.1 The project's ground floor street wall is set back approximately 16.5 feet from the Hope Street property line, which would not be located "at or within 5 feet of the back of the sidewalk easement" as required of retail streets by the Specific Plan. On 4th Street, the project is set back 30 feet 3 inches, which similarly not comply with the 0 to 10 feet requirement for non-retail streets. However, the project will improve pedestrian activity at the corner of 4th Street and Hope Street, which is the intent of the regulation. The existing condition at that corner restricts site access, and the pedestrian stairs from 4th Street are obscured by an intervening street wall. New stairway improvements at the corner will facilitate pedestrian access to and across the Project Site. Further, the proposed residential building will incorporate transparent glazing at the ground floor to increase visibility from the public realm. The building lobby and café with outdoor seating will also promote street and Plaza activity. Therefore, the project will conform with the purposes and intent of the urban design regulations required by Section 8.B.1.

Section 8.B.2 The project will only physically disturb the southeast quadrant of the project site: the project frontage on Hope Street comprises approximately 31 percent of the length of Hope Street and the frontage on 4th Street only comprises 49 percent of the length of 4th Street. The project cannot meet the Specific Plan requirement that Hope Street (retail street) and 4th Street (non-retail street) be designed with at least 75 percent of active uses. However, the portion of the site that is being developed as part of the project will be largely designed with active uses as more broadly defined by the Downtown Design Guide. The Specific Plan identifies retail, professional office, and live/work uses as active uses, while the Downtown Design Guide uses a broader definition that includes building lobby, courtyards, and cafés. The project will create a pedestrian-oriented experience along Hope Street through ground floor activating uses and overall design elements. 100 and 98 percent, respectively, of the portions of the Hope Street and 4th Street frontages being developed will be designed with active uses.

Section 8.B.3 The Specific Plan requires retail streets to be constructed with a minimum of 80 percent of their street frontage lined with a street wall at the back of a setback, with a minimum street wall height of 25 feet. Along Hope Street (a retail street), the project will comply with the street wall requirements across 62 percent of its frontage. Along this portion, 31 percent of the frontage projects no more than 4 feet over the property line and another 31 percent of the frontage is within the required street wall range. Non-retail streets are required to have 70 percent of their frontage lines with street wall, with a minimum street wall height of 25 feet. Along 4th Street, 0 percent of the overall building frontage falls within 0 to 15 feet of the back of the sidewalk. However, the design of the project and

improved pedestrian engagement at the corner of Hope and 4th Streets provides a pedestrian experience in keeping with the intent of the Specific Plan.

No detrimental effects have been identified from these alternative design elements on the public right-of-way or surrounding properties. As such, with the requested Director's Determination for Alternative Design and Waiver of Dedication and Improvement filed as part of the Vesting Tentative Tract Map requests, the design and improvement of the proposed subdivision is consistent with the Specific Plan.

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

The subject site is a level, rectangularly-shaped lot comprised of one parcel with an area of approximately 183,524 square feet, or 4.21 acres. The northeastern portion of the site is currently developed with a 55-story office tower containing approximately 1,331,394 square feet of floor area. The southwestern portion of the site is developed with a landscaped plaza that includes pedestrian walkways, a series of water features, lawn areas, and terraced planters. A subterranean parking structure, which underlies most of the site, contains 2,815 parking spaces across 11 subterranean or partially subterranean levels, including a podium on which the existing office tower and plaza are situated.

The project proposes the development of a new 34-story multi-family residential structure that would occupy the southern portion of the site, located adjacent to the corner of Hope Street and 4th Street. It would include 366 units, associated amenities, and a ground floor café with a total area of 309,160 square feet. 22,052 square feet of existing office space would be reallocated to the Concourse Level of the new residential building, resulting in a total of 1,618,502 square feet of floor area on the entire project site and a maximum floor area ratio (FAR) of 8.82:1. The project's proposed uses would be supported by 187 dedicated vehicle parking spaces located in the existing subterranean parking structure, and 187 bicycle parking spaces. The project would also include a 5,097 square foot pedestrian plaza, and approximately 27,809 square feet of open space and recreational amenities.

The project site is located within 1.54 km from the Puente Hills Blind Thrust. The site is not located within a high fire hazard severity zone, flood zone, or tsunami inundation zone. However, it is located within a designated hillside area, within the BOE Special Grading area, a methane buffer zone, landslide zone, and liquefaction zone and will be required to comply with all applicable regulations as it pertains to development within those zones. Prior to the issuance of any permits, the project would be required to be reviewed and approved by the Department of Building and Safety and the Fire Department. The site is not identified as having hazardous waste or past remediation.

The tract map has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. 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 subject property is a level, rectangularly shaped site consisting of one existing lot proposed to be subdivided into four new lots (one ground lot and three airspace lots) totaling approximately 1,618,502 square feet of floor area. The project site is located within the Central City Community Plan area, designated as Regional Center Commercial, and zoned C4-4D. The site is bounded by 3rd Street to the northeast, Hope Street to the southeast, 4th Street to the southwest, and Flower Street to the northwest.

The properties to the northeast of the project site, across 3rd Street, are developed with a mix of residential towers and cultural institutions, including the Broad Museum, Museum of Contemporary Arts, and Walt Disney Concert Hall. These sites are zoned R5-4D, C2-4D, [T][Q]C2-4D, and PF-4D. The properties to the southeast of the project site, across Hope Street, are office towers and hotel uses. These sites are zoned C2-4D and R5-4D. The properties to the southwest of the project site, across 4th Street, are office towers, hotel uses, and the Ketchum-Downtown YMCA. These sites are zoned C5-4D, C4-4D, and C2-4D. The properties to the northwest of the project site, across Flower Street, are commercial/office uses, hotel, and residential uses, including the World Trade Center Building located directly across the street from the project site. These sites are zoned C4-4D.

The project site consists of approximately 183,524 square feet, or 4.21 acres, of land and is developed with a high-rise commercial tower surrounded by a large open space plaza atop a multistory podium. Section 7.G of the Bunker Hill Specific Plan states the maximum number of dwelling units or guestrooms shall not be limited by the lot area provisions of the LAMC. The project proposes to construct 366 new dwelling units. The maximum FAR for the project site authorizes up to 1,620,000 square feet of total floor area, and the project proposes 1,618,502. Therefore, as proposed, the density is consistent with the Specific Plan. The tract map has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. Additionally, prior to the issuance of a demolition, grading, or building permit, the project would be required to comply with conditions herein and applicable requirements of the LAMC. As conditioned the proposed tract map is physically suitable for the proposed density of the development.

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

The northeastern portion of the site is currently developed with a 55-story office tower containing approximately 1,331,394 square feet of floor area. The southwestern portion of the site is developed with a landscaped plaza that includes pedestrian walkways, a series of water features, lawn areas, and terraced planters. A subterranean parking structure, which underlies most of the site, contains 2,815 parking spaces across 11 subterranean or partially subterranean levels, including a podium on which the existing office tower and plaza are situated. There are a total of 106 private property trees on the site and 30 right-of-way trees adjacent to the site, none of which are considered protected by the City of Los Angeles Tree Preservation Ordinance No. 186,873 or significant by the Department of City Planning's guidelines.

The surrounding area is presently developed with structures. Neither the project site nor the surrounding area provides a natural habitat for fish or wildlife. The Department of City Planning issued a Class 32 Categorical Exemption from CEQA, which determined that the project would not result in significant impacts on biological resources. As such, the project and design of the subdivision will not cause substantial environmental damage or injury to wildlife or their habitat.

- (f) THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appears to be no potential public health problems caused by the design or improvement of the proposed subdivision. The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide Ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

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

The project consists of one lot, LT 1 of the tract TR 21409, as identified by Assessor Parcel map No. 5151014031. As required by LAMC Section 12.03, the project site has a minimum of 20 feet of frontage along all adjacent streets, which are public streets. The site has approximately 315 feet of street frontage along 3rd Street, 662 feet of street frontage along Hope Street, 305 feet of street frontage along 4th Street, and 533 feet of street frontage along Flower Street. The design of the subdivision and type of improvements will not conflict with easements acquired by the public at large, for access through or use of the project site. The project also

does not propose the removal or rerouting of any public streets. 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 the property within the proposed subdivision.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION SHALL 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 prepared and submitted materials which consider the local climate, contours, configuration of the parcel, and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed.

The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation.

The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract No VTT-83538.

VINCENT P. BERTONI, AICP
Advisory Agency



Vanessa Soto, AICP
Deputy Advisory Agency

VS:SK

APPEAL PERIOD – EFFECTIVE DATE

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 on the first page of this document, 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.org/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, 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.org/development-services/forms>.
Public offices are located at:

Metro DSC
(213) 482-7077
201 N. Figueroa Street
Los Angeles, CA 90012
planning.figcounter@lacity.org
g

Van Nuys DSC
(818) 374-5050
6262 Van Nuys
Boulevard
Van Nuys, CA 91401
planning.mbc2@lacity.org
g

West Los Angeles DSC
(CURRENTLY CLOSED)
(310) 231-2901
1828 Sawtelle Boulevard
West Los Angeles, CA
90025
planning.westla@lacity.org
g

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 portal (appointments.lacity.org). 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