

APPLICATIONS

APPEAL APPLICATION Instructions and Checklist



PURPOSE

This application is for the appeal of Los Angeles Department of City Planning determinations, as authorized by the LAMC. For California Environmental Quality Act Appeals, use form [CP13-7840](#). For Building and Safety Appeals and Housing Department Appeals, use form [CP13-7854](#).

RELATED CODE SECTION

Refer to the Letter of Determination (LOD) for the subject case to identify the applicable Los Angeles Municipal Code (LAMC) Section for the entitlement and the appeal procedures.

APPELLATE BODY

Check only one. If unsure of the Appellate Body, check with City Planning staff before submission.

- ☐ Area Planning Commission (APC) ☐ City Planning Commission (CPC) ☐ City Council
☐ Zoning Administrator (ZA)

CASE INFORMATION

Case Number: _____

APN: _____

Project Address: _____

Final Date to Appeal: _____

APPELLANT

Check all that apply.

- ☐ Person, other than the Applicant, Owner or Operator claiming to be aggrieved
☐ Representative ☐ Property Owner ☐ Applicant ☐ Operator of the Use/Site

APPELLANT INFORMATION

Appellant Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

Is the appeal being filed on your behalf or on behalf of another party, organization, or company?

☐ Self ☐ Other: _____

Is the appeal being filed to support the original applicant's position?

☐ YES

☐ NO

REPRESENTATIVE / AGENT INFORMATION

Name: _____

Company/Organization: _____

Mailing Address: _____

City: _____ **State:** _____ **Zip Code:** _____

Telephone: _____ **E-mail:** _____

JUSTIFICATION / REASON FOR APPEAL

Is the decision being appealed in its entirety or in part?

☐ Entire

☐ Part

Are specific Conditions of Approval being appealed?

☐ YES

☐ NO

If Yes, list the Condition Number(s) here: _____

On a separate sheet provide the following:

☐ Reason(s) for the appeal

☐ Specific points at issue

☐ How you are aggrieved by the decision

APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true.

Appellant Signature: Faramarz Yadegar **Date:** _____

GENERAL NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

The appellate body must act on the appeal within a time period specified in the LAMC Section(s) pertaining to the type of appeal being filed. Los Angeles City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.

THIS SECTION FOR CITY PLANNING STAFF USE ONLY

Base Fee: _____

Reviewed & Accepted by (DSC Planner): _____

Receipt No.: _____ **Date:** _____

☐ Determination authority notified

☐ Receipt Number

GENERAL APPEAL FILING REQUIREMENTS

If dropping off an appeal at a Development Services Center (DSC), the following items are required. See also additional instructions for specific case types. To file online, visit our [Online Application System \(OAS\)](#).

APPEAL DOCUMENTS

1. Hard Copy

Provide three sets (one original, two duplicates) of the listed documents for each appeal filed.

☐ Appeal Application

☐ Justification/Reason for Appeal

- ☐ Copy of Letter of Determination (LOD) for the decision being appealed

2. Electronic Copy

- ☐ Provide an electronic copy of the appeal documents on a USB flash drive. The following items must be saved as individual PDFs and labeled accordingly (e.g., “Appeal Form”, “Justification/Reason Statement”, or “Original Determination Letter”). No file should exceed 70 MB in size.

3. Appeal Fee

- ☐ *Original Applicant.* The fee charged shall be in accordance with [LAMC Section 19.01 B.1\(a\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.a. \(Appeal Fees\) of Chapter 1A](#) as applicable, or a fee equal to 85% of the original base application fee. Provide a copy of the original application receipt(s) to calculate the fee.
- ☐ *Aggrieved Party.* The fee charged shall be in accordance with [LAMC Section 19.01 B.1\(b\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.b. \(Appeal Fees\) of Chapter 1A](#) as applicable

4. Noticing Requirements (Applicant Appeals Only)

- ☐ *Copy of Mailing Labels.* All appeals require noticing of the appeal hearing per the applicable LAMC Section(s). Original Applicants must provide noticing per the LAMC for all Applicant appeals. See the Mailing Procedures Instructions ([CP13-2074](#)) for applicable requirements.

SPECIFIC CASE TYPES

ADDITIONAL APPEAL FILING REQUIREMENTS AND / OR LIMITATIONS

DENSITY BONUS (DB) / TRANSIT ORIENTED COMMUNITIES (TOC)

Appeal procedures for DB/TOC cases are pursuant to [LAMC Section 13B.2.5. \(Director Determination\) of Chapter 1A](#) or [LAMC Section 13B.2.3. \(Class 3 Conditional Use\) of Chapter 1A](#) as applicable.

- Off-Menu Incentives or Waiver of Development Standards are not appealable.
- Appeals of On-Menu Density Bonus or Additional Incentives for TOC cases can only be filed by adjacent owners or tenants and is appealable to the City Planning Commission.

- ☐ Provide documentation confirming adjacent owner or tenant status is required (e.g., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, driver's license, bill statement).

WAIVER OF DEDICATION AND / OR IMPROVEMENT

Procedures for appeals of Waiver of Dedication and/or Improvements (WDIs) are pursuant to [LAMC Section 12.37 I of Chapter 1](#) or [LAMC Section 10.1.10. \(Waiver and Appeals\) of Chapter 1A](#) as applicable.

- WDIs for by-right projects can only be appealed by the Property Owner.
- If the WDI is part of a larger discretionary project, the applicant may appeal pursuant to the procedures which govern the main entitlement.

[VESTING] TENTATIVE TRACT MAP

Procedures for appeals of [Vesting] Tentative Tract Maps are pursuant [LAMC Section 13B.7.3.G. of Chapter 1A](#).

- Appeals must be filed within 10 days of the date of the written determination of the decision-maker.

NUISANCE ABATEMENT / REVOCATIONS

Appeal procedures for Nuisance Abatement/Revocations are pursuant to [LAMC Section 13B.6.2.G. of Chapter 1A](#). Nuisance Abatement/Revocations cases are only appealable to the City Council.

Appeal Fee

- ☐ *Applicant (Owner/Operator)*. The fee charged shall be in accordance with the [LAMC Section 19.01 B.1\(a\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.a. \(Appeal Fees\) of Chapter 1A](#) as applicable.

For appeals filed by the property owner and/or business owner/operator, or any individuals/agents/representatives/associates affiliated with the property and business, who files the appeal on behalf of the property owner and/or business owner/operator, appeal application fees listed under [LAMC Section 19.01 B.1\(a\) of Chapter 1](#) shall be paid, at the time the appeal application is submitted, or the appeal application will not be accepted.

- ☐ *Aggrieved Party*. The fee charged shall be in accordance with the [LAMC Section 19.01 B.1\(b\) of Chapter 1](#) or [LAMC Section 15.1.1.F.1.b. \(Appeal Fees\) of Chapter 1A](#) as applicable.

Appeal Package — VTT-82213-1A

Date: October 13, 2025

To: City Planning Commission / Los Angeles City Council (Via City Planning OAS)

Re: Appeal of Letter of Determination — Case No. VTT-82213-1A (Mailing Date: October 3, 2025)

Appellant: Faramarz “Fred” Yadegar (owner, 1721 S. Flower St.)

Sibelle.of.ca@gmail.com

213-268-5890

Applicant: Venice Hope Group, LLC.

Dear Honorable Members of the City Council:

Pursuant to LAMC appeal procedures and the City Planning Commission’s Letter of Determination (mailing date October 3, 2025), I hereby appeal the Commission’s denial of my appeal and its approval of Vesting Tentative Tract Map No. 82213. This appeal is based on the attached written justification which identifies multiple legal and procedural errors in the Commission’s decision — specifically, errors applying the Subdivision Map Act and the Los Angeles Municipal Code that affect recorded covenants, off-site parking measurements, and conditions necessary to protect vested property rights. I respectfully request that the City Council (1) reverse the Commission’s decision and remand the matter for further proceedings consistent with the City Code and State Subdivision Map Act, or (2) impose conditions preserving the recorded covenant/ingress rights and interim parking protections described in the attached justification.

Sincerely,

Faramarz “Fred” Yadegar

Justification / Grounds for Appeal

- Summary of Requested Relief.

Reverse the CPC denial; or, at minimum, remand to the CPC/Advisory Agency with instructions that the final map, certificates, demolition, or grading permits shall not be approved unless the following minimum conditions are satisfied: (A) recordation of a reaffirming 40 year old covenant preserving the eight (8) covenant stalls and direct alley ingress at 1616 S. Flower for the past 40 years; (B) express measurement of any shared/off-site stalls from the 1616 S. Flower public alley per LAMC §12.21.A.4(g) (not from remote Hope St. entrances); and (C) recordation of interim parking and physical protections (gating/monitoring) for those covenant stalls prior to demolition or final map recordation.

Ground 1 — The tentative map approval fails to account for and protect a recorded covenant/right-of-ingress (Subdivision Map Act & LAMC).

The Subdivision Map Act and the City's subdivision rules obligate a local agency to ensure that tentative maps respect recorded easements and covenants affecting the subject property and adjacent parcels. The City's VTT approval and Conditions of Approval do not preserve the practical effect of the 1984 recorded covenant and the 2015 judgment and Certificate of Occupancy (which guarantee eight (8) stalls with alley ingress at 1616 S. Flower). The map approval will defeat or substantially impair vested property rights unless conditioned to explicitly reaffirm and record those rights before any final map, demolition or grading permit is issued.

Ground 2 — Improper interpretation/application of LAMC parking-measurement rule (750-foot rule).

LAMC and City planning practice require measurement to reflect the nearest practicable route; the ordinance's purpose is to preserve reasonable pedestrian access. The Commission's decision appears to measure from a Hope Street garage entrance (resulting in >750 feet) instead of the public alley abutting 1616 S. Flower. This reading defeats the ordinance's purpose and prejudices covenant rights. The Council should require that any shared parking measurement for the covenant stalls be taken from the 1616 S. Flower alley.

Ground 3 — Failure to impose conditions required to preserve interim parking and to avoid a regulatory taking / deprivation of vested use.

The Judgment/Settlement and long-standing use demand interim-parking assurance (e.g., recorded covenant guaranteeing eight equivalent stalls within 2,000 feet prior to demolition). The map and Conditions of Approval do not require this. The absence of that

condition would render the covenant illusory and result in uncompensated deprivation of a vested property right.

Ground 4 — Inadequate protections for physical identification, enforcement, and monitoring of covenant spaces.

The Commission adopted generic parking and signage conditions but did not require physical segregation, secured access (key-fob / controlled access), attendant enforcement, or monitoring necessary to assure exclusive use of the covenant stalls in a 280-stall multi-level garage. Without enforceable protections, the covenant's intent will be defeated.

Ground 5 — Procedural insufficiencies in the administrative record and failure to credit essential evidence.

The administrative record relies on the SCEA and Findings, but the Commission did not address or provided insufficient reasoning on the covenant/judgment evidence and the legal consequences for the Map approval. A Council remand is appropriate when the decision maker fails to consider decisive evidence or fails to articulate findings linking the evidence to legal standards under the Map Act and LAMC.

Respectfully submitted,

Faramarz "Fred" Yadegar

Owner, 1721 S. Flower St.



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: OCTOBER 03, 2025

Case No.: VTT-82213-1A

Council District: 14 – Jurado

CEQA: ENV-2018-3337-SCEA

Plan Area: Downtown

Related Case: CPC-2018-3336-SN-TDR-CUB-SPR-MS

Project Site: 1600 – 1618 South Flower Street; 1601 – 1623 South Hope Street;
426 – 440 West Venice Boulevard

Applicant: Jacob Taban, Venice Hope Group, LLC.
Representative: Alex Irvine, Irvine and Associates Inc.

Appellant: Faramarz "Fred" Yadegar

At its meeting of **July 10, 2025**, the Los Angeles City Planning Commission took the actions below in conjunction with the following Project:

A Vesting Tentative Tract Map to create one ground lot and four airspace lots, and a Haul Route for the export of up to 28,000 cubic yards of soil.


1. **Found**, pursuant to Public Resources Code (PRC) Section 21155.2, after consideration of the whole of the administrative record, including the SB 375 Sustainable Communities Environmental Assessment (SCEA) No. ENV-2018-3337-SCEA, and Erratum dated September 2024, and all comments received, after imposition of all mitigation measures, there is no substantial evidence that the Project will have a significant effect on the environment; **Found** that the City Council held a hearing on and adopted the SCEA on October 1, 2024 pursuant to PRC Section 21155.2(b); **Found** the Project is a "transit priority project" as defined by PRC Section 21155, and the Project has incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior Environmental Impact Reports (EIRs), including SCAG 2020-2045 RTP/SCS EIR (SCH No. 2015031035); **Found** all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA; **Found** with respect to each significant effect on the environment required to be identified in the initial study for the SCEA, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance or those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; **Found** the SCEA reflects the independent judgment and analysis of the City; **Found** the mitigation measures have been made enforceable conditions on the Project; and **Adopted** the SCEA and the Mitigation Monitoring Program prepared for the SCEA;
2. **Denied** the appeal and **sustained** the decision of the Advisory Agency dated April 3, 2025;
3. **Approved**, pursuant to Sections 17.03 and 17.15 of the Los Angeles Municipal Code, a Vesting Tentative Tract Map No. 82213 (stamped map, dated June 11, 2018) to create one ground lot and four airspace lots; and a Haul Route for the export of 28,000 cubic yards of soil;
4. **Adopted** the attached Modified Conditions of Approval; and

5. **Adopted** the attached Findings.

The vote proceeded as follows:

Moved: Choe
Second: Klein
Ayes: Cabildo, Mack, Saitman
Absent: Diaz, Lawshe, Zamora

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: OCTOBER 14, 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://build.la.gov) 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: Modified Conditions of Approval, Findings

cc: Milena Zasadzien, Principal City Planner
Mindy Nguyen, Senior City Planner
More Song, City Planner

CONDITIONS OF APPROVAL

(As Modified by the City Planning Commission at its meeting on July 10, 2025)

BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

1. That a 5-foot-wide strip of land be dedicated along Flower Street adjoining the tract to complete a 50-foot-wide half right-of-way in accordance with Modified Avenue I standards of LA Mobility Plan. In addition, a 3-foot-wide average sidewalk easement be provided.
2. That a 15-foot and variable width strip of land be dedicated along Venice Boulevard adjoining the tract to complete a 45-foot-wide half public right-of-way including 20-foot radius property line returns or 15-foot by 15-foot property line cut corners at intersections with Flower Street and Hope Street in accordance with Modified Avenue II standards of LA Mobility Plan. An additional 3-foot-wide average sidewalk easement be provided.
3. That the final map be approved by the State Department of Transportation with respect to the alignment of the Santa Monica Freeway 10. Four copies of the final map shall be submitted to the City Engineer's Office for the States' approval prior to the recordation of the final map.
4. That necessary arrangements be made with the State Department of Transportation prior to recordation of the final map for any necessary permits with respect to any construction and drainage discharge within or adjacent to the Santa Monica Freeway 10 right-of-way.
5. That ground lot lines shall be clearly shown on the final map.
6. 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.
7. That a set of drawings for airspace lots be submitted to the City Engineer showing the following:
 - a. Plan view at different elevations.
 - b. Isometric views.
 - c. Elevation views.
 - d. Section cuts at all locations where air space lot boundaries change.
8. 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 always maintain the private easements free and clear of obstructions and in safe conditions for use.

Any questions regarding this report should be directed to Quyen Phan of the Permit Case Management Division Section via quyen.phan@lacity.org

BUREAU OF SANITATION

9. Wastewater Collection Systems Division of the Bureau of Sanitation has inspected the sewer/storm drain lines serving the subject tract and found no potential problems to their structure or potential maintenance problem, as stated in the memo dated May 1, 2019. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division 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. (d).)

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 Bureau of Engineering.

If you have any questions, please contact Edgar Morales at (323) 342-6041.

DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION

10. The geology/soils reports are not required prior to planning approval of the Tract Map No. 82213 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.
11. Per LAMC Section 17.56, each approved 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 geological investigation such as will authorize the issuance of building permits on 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."
12. The Applicant shall 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

13. 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. Obtain permits for the demolition or removal of all existing structures on the site. Accessory structures and uses are not permitted to remain on lots without a main structure or use. Provide copies of the demolition permits and signed inspection cards to show completion of the demolition work.
 - b. Provide a copy of D condition(s). Show compliance with the above condition(s) as applicable or Department of City Planning approval is required.
 - c. Provide a copy of affidavit AFF-27352, AFF-28799, AFF-45932, AFF-57171 and PKG-5267. Show compliance with all the conditions/requirements of the above affidavit(s) of the above affidavit(s) as applicable. Termination of above affidavit(s) may be required after the Map has been recorded. Obtain approval from the Department, on the

termination form, prior to recording.

- d. Provide a copy of CPC case CPC-2018-3336-SN-TDR-CUB-ZV-WDI-SPR-MS. Show compliance with all the conditions/requirements of the CPC case as applicable.
- e. 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. Front and side yard requirements shall be required to comply with current code as measured from new property lines after dedications(s).
- f. Submit a revised Map that dimensions each air space lot with a finite width, length, and upper and lower elevations. The final Map shall be based upon a site plan which accurately describes the location of such lots.
- g. 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.

Note:

Conditional use permit required for Hotel use per LAMC 12.24 W.24.

Each Air Space lot shall have access to a street by one or more easements or other entitlements to use in a form satisfactory to the Advisory Agency and the City Engineer.

This property is located in a Methane Zone.

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.

Backup space for parking space with less than 26'-8" shall provide sufficient parking stall width and garage door opening width to comply with the current Zoning Code requirement.

An appointment is required for the issuance of a clearance letter from the Department of Building and Safety. The applicant is asked to contact Eric Wong at (213) 482-6876 to schedule an appointment.

DEPARTMENT OF TRANSPORTATION

14. 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.

15. 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
16. Project shall comply with requirements of the Department of Transportation's assessment report (DOT Case No. CEN18-47190) dated, January 8, 2020 to the attention of Debbie Lawrence, Senior City Planner, Department of City Planning.
17. 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 One Stop Counter portal at: ladot.onestop@lacity.org
18. 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.

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

DEPARTMENT OF WATER AND POWER

19. 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).)

FIRE DEPARTMENT

20. 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. Submit plot plans for Fire Department approval and review prior to recordation of Tract Map Action.
 - b. The Fire Department has no objection to the Airspace Vacation.
 - c. Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - d. 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)
 - e. 505.1 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.

- f. The entrance to a Residential lobby must be within 50 feet of the desired street address curb face.
- 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. 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.
- k. 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.
- l. Entrance to the main lobby shall be located off the address side of the building.
- m. 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.
- n. 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.
- o. 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.
- p. 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.

- q. Submit plot plans indicating access road and turning area for Fire Department approval.
- r. 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.
- s. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- t. 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.
- u. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- v. 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.
- w. Standard cut-corners will be used on all turns.
- x. 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. 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.
- z. 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.

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) 482-6504**. You should advise any consultant representing you of this requirement as well.

DEPARTMENT OF RECREATION AND PARKS

- 21. That the Park Fee paid to the Department of Recreation and Parks be calculated as a Subdivision (Quimby in-lieu) fee in order to fulfill the Project's requirements under provisions

of LAMC 12.33.

BUREAU OF STREET SERVICES, URBAN FORESTRY DIVISION

22. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division at: (213)847-3077 upon completion of construction to expedite tree planting.

Note: Removal or plating of any tree in the public right-of-way requires approval of the Board of Public Works, Contact Urban Forestry Division at: (213)847-3077 for permit information. CEQA document must address parkway tree removals.

BUREAU OF STREET SERVICES

Required Permit Fee and Bond

23. See Department of City Planning Condition No. 30 for the approval of the haul route.
24. Haul Route Required permit fee and bond. Permit fee must be paid before the Department of Building and Safety 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 28,000 cubic yards of material moved .55 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, \$3000.00 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 \$50,000 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.

BUREAU OF STREET LIGHTING

25. 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.

See Condition S-3(c) for Street Lighting Improvement conditions.

INFORMATION TECHNOLOGY AGENCY

26. 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 3 people in case the applicant/owner has any additional questions.

LOS ANGELES CITY PLANNING – SITE SPECIFIC CONDITIONS

27. A passageway reduction to 29 feet, 2 inches, in lieu of the 50 feet otherwise required by LAMC Section 12.21 C.2, shall be permitted between the two building towers.
28. 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:
- a. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
 - b. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
29. Prior to the issuance of the building permit or the recordation of the final map, a copy of CPC-2018-3336-SN-TDR-CUB-SPR-MSD shall be submitted to the satisfaction of the Advisory Agency. In the event CPC-2018-3336-SN-TDR-CUB-SPR-MSD is not approved, the subdivider shall submit a tract modification.
30. 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:

Haul Route General 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. 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.
- b. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind, at the sole discretion of the grading inspector.
- c. Hauling and grading equipment shall be kept in good operating condition and muffled as required by law.

- d. Loads shall be secured by trimming or watering or may be covered to prevent the spilling or blowing of the earth material. If the load, where it contacts the sides, front, and back of the truck cargo container area, remains six inches from the upper edge of the container area, and if the load does not extend, at its peak, above any part of the upper edge of the cargo container area, the load is not required to be covered, pursuant to California Vehicle Code Section 23114(e)(4).
- e. Trucks and loads are to be watered at the import site to prevent blowing dirt and are to be cleaned of loose earth at the import site to prevent spilling.
- f. Streets shall be cleaned of spilled materials during grading and hauling, and at the termination of each workday.
- g. The owner/contractor shall be in conformance with the State of California, Department of Transportation policy regarding movements of reducible loads.
- h. The owner/contractor shall comply with all regulations set forth by the State of California Department of Motor Vehicles pertaining to the hauling of earth.
- i. The Emergency Operations Division, Specialized Enforcement Section of the Los Angeles Police Department shall be notified at least 24 hours prior to the start of hauling, (213) 486-0777.
- 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. 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.
- l. Any changes to the prescribed routes, staging and/or hours of operation must be approved by the concerned governmental agencies. Contact Street Services Investigation and Enforcement Division at (213) 847-6000 prior to effecting any change.
- m. Hauling vehicles shall not stage on any streets adjacent to the project, unless specifically approved as a special condition in this report.
- n. Hauling vehicles shall be spaced so as to discourage a convoy effect.
- o. If hauling vehicles cannot be staged on-site and must be staged along the adjacent roadway, the Applicant shall meet with the Bureau of Engineering B-Permit Unit to discuss/apply for a permit to allow the short-term closure of an adjacent roadway.
- p. 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.
- q. This approval pertains only to the City of Los Angeles streets. Those segments of the haul route outside the jurisdiction of the City of Los Angeles may be subject to permit

requirements and to the approval of other municipal or governmental agencies and appropriate clearances or permits is the responsibility of the contractor.

- r. The application shall expire 18 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.

Haul Route Specific Conditions

- s. **Loaded Truck Route.** From the project site, head south on Flower St, turn right (west) on Washington Blvd, turn right (north) on Figueroa St, turn left (west) on 18th St, merge onto CA-110 North Freeway, merge onto I-5 North Freeway, merge onto CA-2 North Freeway, merge onto CA-134 East Freeway, take the Figueroa St exit, turn right (north) on Figueroa St, and continue to the export site outside of city limits.
- t. **Empty Truck Route.** From the export site outside of city limits, head south on Figueroa St, turn left to merge onto CA-134 West Freeway, merge onto CA-2 South Freeway, merge onto I-5 South Freeway, merge onto CA-110 South Freeway, merge onto I-10 West Freeway, take the Washington Blvd exit, turn right (north) on Toberman St, turn right (east) on Venice Blvd, and enter the project site on the right.
- u. Hauling hours of operation are restricted to the hours between 9:00 A.M. and 3:00 P.M., Monday through Friday and between 8:00 A.M. to 4:00 P.M. Saturday, with no hauling on Sundays or holidays.
- v. The vehicles used for hauling shall be 10- wheeler dump trucks.
- w. Trucks shall be staged on the job site only. No staging of trucks on city streets at any time.
- x. 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.

31. Indemnification and Reimbursement of Litigation Costs.

Applicant shall do all of the following:

- a. 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.
- b. 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.
- c. 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 (b).
 - d. 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 (b).
 - e. If the City determines it necessary to protect the City's interests, 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, commission, 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.

32. 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 Mitigation Measure (MM) and shall be obligated to provide certification, as identified below, to the appropriate monitoring and enforcement agencies that each MM has been implemented. The Applicant shall maintain records demonstrating compliance with each MM. Such records shall be made available to the City upon request.

33. 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 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 MM 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 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.

34. 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.

35. The Project shall be in substantial conformance with the MMs contained in the MMP. The enforcing departments or agencies may determine substantial conformance with MMs in the MMP in their reasonable discretion. If the department or agency cannot find substantial conformance, a 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 MMs. Any addendum or subsequent CEQA clearance shall explain why the MM is no longer needed, not feasible, or the other basis for modifying or deleting the 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 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 MM results in a substantial change to the Project or the non-environmental conditions of approval.

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 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 map 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 Transportation 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 street, 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 or that the construction be suitably guaranteed.

S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction shall be 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 streetlights: two (2) on Flower St. and two (2) on Venice Bl. Construct new pedestrian lights: four (4) on Flower St., four (4) on Venice Bl., and four (4) on Hope St. If street widening per BOE improvement conditions, relocate and upgrade streetlights; one (1) on Venice Bl., and three (3) on Hope St.

Notes:

The quantity of streetlights 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 Urban Forestry Division of the Bureau of Street Services.
- e. Repair or replace any off-grade or broken curb, gutter and sidewalk along Hope Street and repair, as well as repair and replace any damaged concrete alley pavement 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:
 - 1. Improve Venice Boulevard being dedicated and adjoining the subdivision by the construction of the following:
 - (a) A concrete curb, a concrete gutter, and a 12-foot full width concrete sidewalk with tree wells and concrete sidewalk in the easement area.
 - (b) Suitable surfacing to join the existing pavements and to complete a 33-foot half roadway.
 - (c) Any necessary removal and reconstruction of existing improvements.
 - (d) The necessary transitions to join the existing improvements.
 - (e) All ramps be reconstructed in accordance with BOE's Special Order 04-0222.
 - 2. Flower Street - Repair and replace any damaged, cracked or off-grade concrete curb, gutter and sidewalk. Construct additional concrete sidewalk in the dedicated and sidewalk easement areas abutting the new easement line.
 - 3. There is an existing sliding gate at the public alley entrance adjoining the southwesterly tract boundary. The subdivider shall submit necessary valid permits satisfactory to the City Engineer for this gate or remove the gate prior to recordation of the final map.

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 density.

Approval from the Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through the Bureau of Street Services, Urban Forestry Division.

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 LAMC Section 17.05 N.

The final map must record 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 map 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 FINDINGS

The City of Los Angeles, as the Lead Agency, prepared a Sustainable Communities Environmental Assessment (SCEA), Case No. ENV-2018-3337-SCEA, for the proposed Project, which includes the construction of a two-tower, mixed-use development consisting of 250 residential dwelling units, 300 hotel guest rooms, 13,120 square feet of ground floor commercial uses. At its meeting on October 1, 2024 (Council File No. 24-0812) and consideration of all comments received regarding the SCEA and the Project, the City Council adopted the SCEA pursuant to Public Resources Code (PRC) Section 21155.2(b), finding that the Project is a “transit priority project” as defined by PRC Section 21155 and has incorporated all feasible mitigation measures, performance standards, or criteria set forth in prior Environmental Impact Reports (EIRs), including SCAG 2020-2045 RTP/SCS EIR; finding all potentially significant effects required to be identified in the initial study have been identified and analyzed in the SCEA; finding with respect to each significant effect on the environment required to be identified in the initial study for the SCEA, changes or alterations have been required in or incorporated into the Project that avoid or mitigate the significant effects to a level of insignificance or those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; finding the SCEA reflects the independent judgement and analysis of the City; finding the mitigation measures have been made enforceable conditions on the project; and adopted the SCEA and the Mitigating Monitoring Program prepared for the SCEA.

FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map (VTTM) No. 82213, 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.

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, including Specific Plans. The zoning regulations contained within the LAMC regulate, but are not limited to, the maximum permitted density, height, and the subdivision of land.

Pursuant to LAMC Section 17.05 C, tentative maps are to be designed in conformance with applicable 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 Plan¹, which designates the

¹ The Project Site is located within the boundaries of the new Downtown Community Plan, which became effective on January 20, 2025, and updated and replaced the Central City North Community Plan; however, the Project is vested in the provisions of the Central City North Community Plan.

Project Site for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The Project Site is zoned C2-2D-O (Commercial Zone, Height District 2 with a "D" Limitation, Oil Drilling District) and is thus consistent with the land use designation. The C2 Zone allows for a variety of commercial uses, residential, hotel, and office uses. Height District 2 does not restrict height but imposes a 6:1 FAR limit. The "D" Limitation (Ordinance No. 164,307) of the site further restricts the Project Site to a 3:1 FAR, except for projects approved under TFAR. Further, Footnote 2 of the Central City Community Plan states, "Corresponds to Height District No. 2-D; D limitation to 3:1 FAR except for transfer of floor area up to 6:1." In conjunction with the "2D" Height District, the Project is therefore permitted up to 6:1 FAR through a TFAR request.

Under concurrent Case No. CPC-2018-3336-SN-TDR-CUB-SPR-MSD, the Applicant requests a Transfer of Floor Area Rights for the transfer of up to 226,121 square feet of floor area from the Los Angeles Convention Center to the Project Site, for a total of 452,630 square feet, or a 6:1 FAR, as well as requests for the establishment of a new Signage Supplemental Use District, a Conditional Use for alcohol sales within the hotel and for parking reductions, a Site Plan Review for a development resulting in greater than 50 residential units, and a Director's Decision for a reduction in residential open space. Additionally, the Applicant has requested a passageway reduction to 29 feet, 2 inches, in lieu of the 50 feet that is required by LAMC Section 12.21 C.2 for a 23-story building, to facilitate the mixed-use development on a constrained site within Downtown. Without the allowances for a reduced passageway, each of the building towers would need to be narrower and taller in order to accommodate the same number of units. The Project will, however, still provide building separation, and adequate access to light, air, and privacy, and be conditioned to comply with Fire Building Code requirements. Upon approval of the TFAR request, the Project, including the VTTM, would be permissible within the proposed land use designation and zone.

Other than the above-referenced deviation requests, the Project would also comply with all applicable zoning regulations as prescribed by the LAMC and/or as permissible by State law. The C2 Zone permits residential density at R4 standards, however, LAMC Section 12.22 C.3(c) does not limit density for Projects within the Greater Downtown Housing Incentive Area, and therefore the Project is permitted the proposed 300 hotel guest rooms and 250 residential units.

Furthermore, 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. The VTTM indicates 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 and 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. Therefore, as conditioned, the proposed map demonstrates compliance with LAMC Sections 17.05 C, 17.06 B, and 17.15 B.

Therefore, in conjunction with the entitlement requests, the proposed VTTM would be consistent with these regulations, and the use, density, and floor area permitted by 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 Section 17.06 B and 17.15 lists the map requirements for a tentative tract map and vesting tentative tract map. The design and improvement 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 Project Site is located within the Central City Community Plan², which designates the Project Site for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The Project Site is zoned C2-2D-O (Commercial Zone, Height District 2 with a “D” Limitation, Oil Drilling District) and is thus consistent with the land use designation. The C2 Zone permits a variety of commercial uses, including retail, restaurant, and office uses and residential uses. The “D” Limitation (Ordinance No. 164,307) of the site further restricts the Project Site to a 3:1 FAR, except for projects approved under TFAR. Further, Footnote 2 of the Central City Community Plan states, “Corresponds to Height District No. 2-D; D limitation to 3:1 FAR except for transfer of floor area up to 6:1.” In conjunction with the “2D” Height District, the Project is therefore permitted up to 6:1 FAR through a TFAR request.

Additionally, the Applicant has requested a passageway reduction to 29 feet, 2 inches, in lieu of the 50 feet that is required by LAMC Section 12.21 C.2 for a 23-story building, to facilitate the mixed-use development on a constrained site within Downtown. Without the allowances for a reduced passageway, each of the building towers would need to be narrower and taller in order to accommodate the same number of units. The Project will, however, still provide building separation, and adequate access to light, air, and privacy, and be conditioned to comply with Fire Building Code requirements. Upon approval of the

² The Project Site is located within the boundaries of the new Downtown Community Plan, which became effective on January 20, 2025 and updated and replaced the Central City North Community Plan; however, the Project is vested in the provisions of the Central City North Community Plan.

TFAR request and the building separation deviation, the Project, including the VTTM, would be permissible within the proposed land use designation and zone.

The design and layout of the map 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, BOE, Department of Building and Safety (LADBS) - Grading Division and Zoning Division, Bureau of Street Lighting, Bureau of Street Services - Urban Forestry Division, and the Department of Recreation and Parks, that have the authority to make dedication, and/or improvement recommendations. Several public agencies found the subdivision design satisfactory, with imposed improvement requirements and/or conditions of approval. Street dedications and improvements will be consistent with the Downtown Design Guide, Downtown Street Standards, and the Mobility 2035 Plan, and no deviations are being granted. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project's sewerage needs, subject to conditions of approval. Fire access and site grading have been reviewed and deemed appropriate.

The subdivision will be required to comply with all regulations pertaining to grading, building permits, and street improvement permit requirements. Conditions of Approval for the design and improvement of the subdivision are required to be performed prior to the recordation of the tentative map, building permit, grading permit, or certificate of occupancy. Therefore, as conditioned and in conjunction with the related entitlement requests, the design and improvements of the proposed subdivision would be substantially consistent with the applicable General Plan and Specific Plan.

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

The subject property consists of one lot encompassing a total of approximately 75,503 square feet (approximately 1.7 acres) of lot area. The Project Site is located within a highly urbanized area, is currently developed with four commercial retail/office buildings and a surface parking lot, all of which would be demolished to allow for construction of a mixed-use development consisting of a residential tower on the eastern half of the Project Site, and a hotel tower on the western half of the Project Site, both with ground floor retail.

The Project Site has been previously developed, is located within an urbanized area, and is relatively flat, but has an approximately two-foot grade change from Flower Street to Hope Street. The Project Site is not located in a Very High Fire Hazard Severity Zone, Alquist-Priolo Zone, Fault Rupture Study Area, Landslide Zone, Liquefaction Zone, or Tsunami Inundation Zone. The Project Site is located within the Puente Hills Blind Thrust Fault Zone and will comply with all applicable building safety standards, and is located within a 500-year flood plain, designated as a FEMA Zone X (which denotes an area with a 0.2-percent annual chance flood), but the Project would not impede or redirect flood flows, increase runoff or the potential for on- or off-site flooding. While the Project Site is located within a designated Methane Buffer Zone mapped by the City, it would be subject to the Methane Requirements in Division 71 Section 91.7103 of the LAMC, and not adversely affect the physical suitability of the site for the proposed type of development. In addition, LADBS - Grading Division, has reviewed the geology/soils reports prepared for the Project and has determined that geology/soils reports are not needed as the project is not located within any of these hazard zones.

Additionally, Phase I and II Environmental Site Assessments (ESAs) were prepared to identify any potential hazardous environmental conditions. The Phase II ESA concluded that no further investigation is warranted at this time. The Project Site will be redeveloped with residential uses and has been conditioned to comply with the Mitigation Monitoring Program (MMP) adopted as part of the Sustainable Communities Environmental Assessment (SCEA), which was adopted by the City Council on October 1, 2024, for the Project. 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 the Los Angeles Fire Department (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.

Therefore, as conditioned, the Project Site would 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 population growth that is expected to occur.

The Project Site is located within the Central City Community Plan³, which designates the Project Site for Community Commercial land uses, with corresponding zones of CR, C2, C4, RAS3, and RAS4. The Project Site is zoned C2-2D-O (Commercial Zone, Height District 2 with a “D” Limitation, Oil Drilling District) and is thus consistent with the land use designation. The C2 Zone permits a variety of commercial uses, including retail, restaurant, and office uses and residential uses. The “D” Limitation (Ordinance No. 164307) of the site further restricts the Project Site to a 3:1 FAR, except for projects approved under TFAR. Further, Footnote 2 of the Central City Community Plan states, “Corresponds to Height District No. 2-D; D limitation to 3:1 FAR except for transfer of floor area up to 6:1.” In conjunction with the “2D” Height District, the Project is therefore permitted up to 6:1 FAR through a TFAR request. Upon approval of the TFAR request, the Project, including the VTTM, would be permissible within the proposed land use designation and zone. Additionally, the Project proposes a total of 300 hotel guest rooms and 250 residential units. The C2 Zone permits residential density at R4 standards, however, LAMC Section 12.22 C.3(c) does not limit density for Projects within the Greater Downtown Housing Incentive Area.

Furthermore, the Project Site is an existing infill lot located within a substantially developed urban area easily accessible via improved streets, highways, and transit systems, and with adequate infrastructure. The Project vicinity is developed with commercial and residential uses in several mid-rise buildings and adaptive reuse residential buildings, as well as the Los Angeles Convention Center, resulting in a neighborhood characterized by a wide variety of building sizes, heights, and architectural styles in the Downtown area of

³ The Project Site is located within the boundaries of the new Downtown Community Plan, which became effective on January 20, 2025 and updated and replaced the Central City North Community Plan; however, the Project is vested in the provisions of the Central City North Community Plan.

the City. The development of residential, hotel, and commercial uses in this location is permitted and compatible with other similar residential and commercial uses in the vicinity. There are no special circumstances that would preclude the proposed density on the subject property.

Therefore, the 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 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. The Project Site is situated in a heavily developed industrial area and is currently entirely developed with buildings and pavement. 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 contain any natural open spaces, act as a wildlife corridor, migratory corridors, conflict with a Habitat Conservation Plan, nor possess any areas of significant biological resource value.

There are no trees on the Project site, however there are seven street trees located within the public ROW surrounding the Project Site, all of which would be removed as part of the Project and replaced to the satisfaction of the Urban Forestry Division. None are significant protected trees, and they do not possess significant value as habitat. Therefore, no impacts to candidate, sensitive, or special status plant species would occur.

As noted above, the Project Site is developed with existing buildings and surface parking areas, and does not contain any natural open spaces, act as a wildlife corridor, or contain riparian habitat, wetland habitat, or migratory corridors. The Project would not conflict with any protected tree ordinance or Habitat Conservation Plan, nor possess any areas of significant biological resource value. 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 a single ground lot with four airspace lots to allow for a two-tower, mixed use development consisting of residential dwelling units, hotel guest rooms, and ground floor retail. 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. Several 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.

The Project Site is located within an urbanized area, has been previously developed, and has an approximately two-foot grade change from Flower Street to Hope Street. The Project Site is located within the Puente Hills Blind Thrust Fault Zone and will comply with all applicable building safety standards, and is located within a 500-year flood zone, but would not impede or redirect flood flows, increase runoff or the potential for on- or off-site flooding. The Project Site is not located in any other hazard zone, such as a Very High Fire Hazard Severity Zone, Alquist-Priolo Zone, Fault Rupture Study Area, Landslide Zone, or Tsunami Inundation Zone. The Project Site is located within a designated Methane Buffer Zone mapped by the City and would therefore be subject to the Methane Requirements in Division 71 Section 91.7103 of the LAMC. Additionally, Phase I and II ESAs were prepared to identify any potential hazardous environmental conditions. The Phase II ESA concluded that no further investigation is warranted at this time. The Project Site will be redeveloped with residential uses and has been conditioned to comply with the (MMP) adopted as part of the SCEA, which was adopted by the City Council on October 1, 2024 for the Project. 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.

The SCEA fully analyzed the impacts of both construction and operation of the Project on the existing public utility and sewer systems and determined that impacts are less than significant. Additionally, BOE has reported that the proposed subdivision does not violate the existing California Water Code. As discussed in the SCEA, 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.

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 recorded instruments identifying easements encumbering the Project Site for the purpose of providing public access. The Project Site is surrounded by private properties that adjoin improved public streets and sidewalks designed and improved for the specific purpose of providing public access throughout the area. An unnamed alley exists to the rear of the Project Site, which the Project does not propose to modify. The Project Site does not adjoin or provide access to a natural habitat, public park, or any other officially recognized public recreation area. Necessary public access for roads and utilities will be acquired by the City prior to recordation of the proposed VTTM. As stated in the BOE's Project Specific Condition Nos. 1 and 2 as well as BOE's Standard Condition No. S-3(i), BOE is requiring an additional 3-foot-wide average sidewalk easement for both Flower Street and Venice Boulevard. BOE is also requiring the construction of a concrete curb, a concrete gutter, a full width concrete sidewalks with tree wells; as well as the repair and replacement of any damaged, cracked, or off-grade concrete sidewalk, integral concrete curb, gutter, concrete bus pad and/or roadway pavement and that all existing curb ramps be reconstructed in accordance with BOE's Special Order 04-0222, including any necessary removal and reconstruction of the existing improvements to the satisfaction of the City Engineer.

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 prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided, and other design and improvement requirements. A final solar report will be submitted to the Advisory Agency prior to the recordation of the final map as a condition of approval of the request herein.

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 vesting tentative tract map was filed. 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 buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for VTTM No. 82213.

Applicant Copy

Office: Downtown

Application Invoice No: 105283



68001105283

City of Los Angeles
Department of City Planning

**City Planning Request**

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

If you have questions about this invoice, please contact the planner assigned to this case. To identify the assigned planner, please the assigned planner, please visit <https://planning.lacity.gov/pdiscaseinfo/> and enter the Case Number.

Payment Info: \$218.94 was paid on 10/14/2025 with receipt number 200330231330

Applicant: Famarz Yadegar
Representative:
Project Address: 1600 S FLOWER ST, 90015

NOTES:

VTT-82213-2A			
Item	Fee	%	Charged Fee
Appeal by Person Other Than The Applicant	\$178.00	100 %	\$178.00
Case Total			\$178.00
* Fees Subject to Surcharges			\$178.00
Fees Not Subject to Surcharges			\$0.00
Plan & Land Use Fees Total			\$0.00
Expediting Fee			\$0.00
Development Services Center Surcharge (3%)			\$5.34
City Planning Systems Development Surcharge (6%)			\$10.68
Operating Surcharge (7%)			\$12.46
General Plan Maintenance Surcharge (7%)			\$12.46

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City Planning Systems Dev. Surcharge (6%)	\$10.68
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General Plan Maintenance Surcharge (7%)	\$12.46
Grand Total	\$218.94
Total Overpayment Amount	\$0.00
Total Paid (amount must equal sum of all checks)	\$218.94

Council District:

Plan Area:

Processed by RUBEN VASQUEZ on 10/14/2025

Signature: _____