



Culver CITY

MIKE BALKMAN COUNCIL CHAMBERS
9770 CULVER BOULEVARD
CULVER CITY, CALIFORNIA 90232-0507
CITY HALL Tel. (310) 253-5710
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**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, JANUARY 12, 2011
7:00 P.M.**

PUBLIC COMMENT

The Planning Commission will listen to the public on any item on the agenda or item of interest that is not on the agenda. The Planning Commission cannot legally take action on any item not scheduled on the agenda. Such items may be referred for administrative action or scheduled on a future agenda.

If you wish to speak to the Commissioners, please complete a Speaker's Card and present it to the Secretary before the agenda item is called. You will be called to the podium by name when it is your turn to speak to the Commissioners.

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

Persons wishing to speak on agenda items will be called at the time the agenda item is brought forward. Comments will generally be limited to five minutes per speaker; however, a three-minute limit may be declared by the Chairperson for agenda items for which many Speaker Cards have been submitted.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

A total of twenty minutes shall be devoted to audience participation at the beginning of the agenda. Speakers will be called on in the order cards were received by the Secretary. If additional time is needed, the Chairperson will allow for same at the end of the agenda.

When the Secretary calls your name, please advance to the podium and state your name and city of residence. Speakers must limit their comments to five minutes. A three-minute limit may be declared by the Chairperson if there is a large number of individuals desiring to address the Commissioners.

NOTE: AT OR ABOUT 11:00 P.M., COMMISSION MEMBERS WILL DETERMINE WHETHER TO CONTINUE WITH DISCUSSION OF REMAINING ITEMS ON THE AGENDA OR TO CARRY SOME/ALL OF THE ITEMS OVER TO A FUTURE MEETING DATE.

CELL PHONES AND OTHER DISTRACTIONS

Use of cell phones, pagers and other communication devices is prohibited while the Planning Commission Meeting is in session. Please turn all devices off or place on silent alert and leave the Chambers to use. During the meeting, please refrain from applause or other actions that may be disruptive to the speakers or the conduct of City business.

MEETING INFORMATION

Planning Commission meetings are regularly scheduled for the second and fourth Wednesdays of every month. Planning Commission Agenda information is available 72 hours before each Planning Commission meeting via a tape recorded message by calling 310-253-5741.

City Council/Agency/Commission meetings can be viewed live on Channel 35 by Time Warner subscribers. Meetings are also broadcast on the City's Radio Station AM 1690. To view the Planning Commission meetings on line please visit <http://www.culvercity.org/webcast>

ALD

Assisted Listening Devices are available through the Secretary.



Culver CITY

Agendas are available on the web at:
www.culvercity.org

AGENDA
Planning Commission
Wednesday, January 12, 2011
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

Linda Smith-Frost, Chair
Anthony Pleskow, Vice Chair
Scott Wyant, Commissioner
Marcus Tiggs, Commissioner
John Kuechle, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

ACTION ITEMS

- A-1.** Standard Conditions. **Approve.**
(Thomas Gorham (310) 253-5710).

PUBLIC HEARING

- PH-1.** Conditional Use Permit to allow the operation of a 1,280 square foot vehicle repair shop located at 11304 Culver Boulevard.
(Jose Mendivil (310) 253-5757). **Approve.**

CONSENT CALENDAR. *Note: Consent Calendar items are considered to be routine in nature and may be approved by one motion. Public requests to discuss Consent Calendar items must be filed with the Secretary before the Consent Calendar is called.*

- C-1.** Secretary's Report. **Approve Report.**
- C-2.** Approval of Minutes of December 8, 2010. **Approve.**

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

**Next Planning Commission Meeting
February 9, 2011
7:00 PM**

Upcoming Public Meeting Schedule –Tentative – 2011

Date	Day	Time	Location
<i>City Council</i>			
<i>January 24</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Redevelopment Agency</i>			
<i>January 17</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>February 2</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>February 8</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>February 1</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>February 9</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

Meetings may be added or changed.

1 RESOLUTION NO. 2011-P002

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3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
4 CULVER CITY, CALIFORNIA, ADOPTING STANDARD CONDITIONS OF
5 APPROVAL FOR DISCRETIONARY LAND USE PERMITS

6 (Standard Conditions of Approval for Discretionary Land Use Permits)

7 WHEREAS, at its meetings of December 10, 2010 and January 12, 2011 the
8 Planning Commission considered staff proposed Standard Conditions of Approval for
9 Discretionary Land Use Permits; and
10

11 WHEREAS, on January 12, 2011, after consideration of the Standard
12 Conditions of Approval for Discretionary Land Use Permits, the Planning Commission
13 determined that the Standard Conditions of Approval for Discretionary Land Use Permits
14 should be approved as set forth in Exhibit A attached hereto and incorporated herein by this
15 reference
16

17 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF
18 CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

19 SECTION 1. Staff may make changes to the Standard Conditions of Approval
20 individually or as a whole as necessary to ensure consistency with code and other city
21 policies and/or requirements and shall forward the proposed changes to the Planning
22 Commission for its review and approval.
23

24 SECTION 2. Pursuant to the foregoing recitations, the Planning Commission of the
25 City of Culver City, California, hereby approves the Standard Conditions of Approval for
26 Discretionary Land Use Permits as set forth in Exhibit A attached hereto and incorporated
27 herein by this reference.
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29

1 APPROVED and ADOPTED this 12th day of January, 2011.
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4 _____
5 LINDA SMITH FROST, CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:
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10 _____
11 Yvonne Hunt, Administrative Secretary
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EXHIBIT A
RESOLUTION NO. 2011-P002

Standard Conditions of
Approval for
Discretionary Land Use
Permits
(Track Changes)

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	This land use permit is for (Insert project description) , for the property located at (insert property address) .	All	Standard	
2.	A copy of this Resolution and Conditions of Approval shall be printed on the plans submitted as part of any building permit application for the project approved pursuant to this Resolution.	Planning	Standard	
3.	The building permit application shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (CCMC) and all Conditions of Approval of this land use permit as contained herein.	Planning	Standard	
4.	Pursuant to CCMC Section 17.595.030- "Time Limits and Extensions" this land use permit shall expire one year from the date of final approval if the use has not been exercised. A time extension may be granted, as provided in Section 17.595.030, if a written request is submitted to the Planning Division prior to expiration.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for this land use permit shall be removed within ten (10) days of <u>after</u> the end of the appeal period or the final decision on this land use permit, whichever occurs last.	Planning	Standard	
6.	All mitigation measures identified in any applicable environmental document as required by the California Environmental Quality Act (CEQA) adopted for this project shall be completed as specified herein.	Planning	Standard	
7.	The project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
8.	All planted areas shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
9.	The parking areas shall be developed pursuant to CCMC Chapter 17.320, "Off-Street Parking and Loading".	Planning	Standard	
10.	Signs proposed for the project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs shall require a separate permit and approval.	Planning	Standard	
11.	All City-required permits and licenses prerequisite to the implementation of the development project and/or use approved as part of this land use permit shall be applied for and obtained separately.	All	Standard	
12.	All work within the public right-of-way shall be designed to the satisfaction of the City Engineer (including but not limited to curb, gutter, sidewalk, and driveways).	Public Works	Standard	
13.	Street trees shall be installed, to the satisfaction of the City Engineer, per the City's approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan. The property owner shall maintain all street trees at his/her sole cost and expense.	Public Works	Standard	
14.	Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.	Public Works	Standard	
15.	At the sole cost and expense of the property owner, any broken or damaged curb, gutter, sidewalk, and street pavement shall be repaired along the street frontage of the proposed development and shall be reconstructed per APWA Standards.	Public Works	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
16.	Trash enclosures shall be provided with a minimum inside dimension of 10' x 12'. A minimum eight feet wide clear opening with gate, and a six inch high by six inch wide concrete curb along the inside perimeter wall shall be provided. The enclosure shall also have a minimum six inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler(s) system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the complex shall be stored on-site in the trash enclosures.	Public Works/ Fire	Standard	
17.	All project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
18.	The project shall meet all provisions of CCMC Section 7.05.015 regarding transportation Demand and Trip Reduction Measures.	Trans.	Standard	
19.	All buildings and structures shall be designed and constructed in accordance with all applicable regulations and standards of the City's Uniform -Building Code, Uniform -Fire Code and any related codes; and all other applicable Culver City codes which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
20.	Any new utilities shall be placed underground or shall be enclosed within the building construction; no new overhead utilities shall be permitted.	Building	Standard	
21.	The project shall comply with the Culver City Green Building pProgram and Requirements as outlined in CCMC Section 15.02.1100.	Building	Standard	

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<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
22.	The project shall comply with the Culver City mandatory s Solar p Photovoltaic r Requirements <u>as outlined in CCMC Section 15.02.1005.</u>	Building	Standard	

Prior to Building Permit Issuance				
23.	Prior to the issuance of a building permit for the project approved by this land use permit, a covenant and agreement, on a form provided by the Planning Division as approved by the City Attorney's office, acknowledging and agreeing to comply with all terms and conditions established herein shall be recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	
24.	Prior to the issuance of a building permit for the project approved by this land use permit, the applicant and property owner shall indemnify, defend (at the applicant's and property owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument acceptable to the City Attorney and signed by the applicant and property owner.	City Attorney	Standard	
25.	Prior to issuance of a building permit for the project approved by this land use permit, a minimum of three (3) sets of final landscaping and irrigation plans separate from the plans submitted for the building permit shall be submitted to the Planning Division for review and approval.	Planning/ <u>Parks & Rec.</u>	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
26.	Payment of New Development Impact Fees pursuant to CCMC Title 15 shall be submitted prior to issuance of a building permit.	Planning/ Building	Standard	
27.	Prior to issuance of a building permit <u>a Construction Management Plan prepared by</u> , the construction contractor, <u>shall submit to the Building Division a Construction Management Plan</u> which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, <u>shall be submitted to the Building Division and accepted by the Building Official.</u>	Building	Standard	
28.	Prior to issuance of a building or demolition permit, a Pedestrian Protection Plan shall be submitted to and approved by the Building Official. Such plan shall identify all areas of pedestrian protection and indicate the method of pedestrian protection or pedestrian diversion when required. When pedestrian diversion is required, the Pedestrian Protection Plan must be approved by the Public Works Director.	Building/ Public Works	Standard	
29.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether a special inspection was performed on such work or otherwise.	Building	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
30.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department and Planning Division for review and approval by the City Engineer and Planning Manager prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.	Planning/ Public Works	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
31.	All reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a Demolition Permit. The plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials.	Building	Standard	
32.	A vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California shall be submitted to and approved by the Planning Manager and Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition/construction activity in order to ensure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject property do not relocate to or impact adjoining properties.	Building	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
33.	Prior to issuance of a building permit, notice of the project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	
During Construction				
34.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the applicant, property owner, construction contractor(s), and City, shall be posted at the project site in a location that is visible to the public. These names and telephone numbers of the applicant, property owner, construction contractor(s), and City shall be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
35.	The C onstruction site shall be maintained daily so that it is free of trash and litter.	Building	Standard	
36.	During construction, dust shall be controlled by regular watering or other methods as determined by the City inspector.	Building	Standard	
37.	The Building Safety Division may apply administrative assessments and/ or post general stop work notices for any violations of the conditions of approval for the project, any violations of the CCMC, or any violations of adopted codes and standards.	Building	Standard	
38.	During all phases of construction, best efforts shall be used to ensure that all construction workers and contractors park onsite or at designated offsite locations approved by the City and not in the surrounding neighborhood.	Building	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
39.	When foundation shoring and/or foundation piles are indicated as part the project structural design, the engineer of record shall consider noise dampening measures such as the drilling of shoring supports and piles.	Building	Standard	
40.	Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	
41.	Hours of construction shall be limited to the following: 8:00 AM to 6:00 PM Monday through Friday; 9:00 AM to 6:00 PM on Saturday; and 10:00 AM to 6:00 PM on Sundays and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. <u>All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.</u>	Building/ Public Works	Standard	
42.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building	Standard	
43.	During all phases of construction and once the development becomes operational, all graffiti shall be removed within 48 hours of its application.	Building/ Planning	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
44.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the CCMC Noise Regulations and Standards; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.	Building/ Planning	Standard	
45.	In the event three nuisance-related citations are issued in connection with the project construction, project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, the project nuisance conditions have been eliminated or corrected.	Building/ Planning	Standard	
46.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Project Site.	Building/ Public Works	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
47.	During construction, trucks and vehicles in loading and unloading queues will be parked with their engines off, when not in use, to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	Building	Standard	
48.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent businesses. Off-site staging locations shall be approved by the City Engineer and be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the site. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	
49.	The construction contractor shall advise the Public Works inspector of the construction schedule and shall meet with the inspector prior to commencement of work.	Public Works	Standard	
Prior to Certificate of Occupancy or Final Inspection				
50.	All terms and conditions of this land use permit approval and all CCMC requirements and applicable written comments as provided by all concerned City departments on (insert date) <u>at the Project Review Committee meeting as part of the Discretionary Application during the Preliminary Project</u> Review of the subject land use permit application shall be fulfilled to the satisfaction of all concerned City departments before the use may be established or the project occupied.	All	Standard	
51.	Parkland dedication or payment of a parkland in-lieu fee shall be submitted prior to any certificate of occupancy.	Planning	Standard	

<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
52.	The City's Art in Public Places requirements shall be fulfilled prior to the issuance of any certificate of occupancy or payment of the public art in-lieu fee shall be submitted prior to the issuance of a building permit.	Cultural Affairs	Standard	
53.	The Building Official shall ensure all applicable onsite and offsite improvements and conditions of approval have been completed pertaining to the certificate of occupancy. The completed improvements and conditions required for issuance of any certificate of occupancy shall be determined by the Building Official, Fire Marshal, Planning Manager and City Engineer. Prior to issuance of any certificate of occupancy the following shall be provided to and accepted by the City: A. Five (5) Full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.	All	Standard	
On-Going				
54.	The use and development of the subject property shall be in substantial conformance with the plans and materials submitted with the land use permit application as reviewed by the Planning Commission at its meeting on (insert date) and as approved by this Resolution, excepted as modified by the Conditions of Approval contained herein.	Planning	Standard	
55.	Pursuant to CCMC Section 17.650.020 - "Inspection", the owner or applicant shall allow authorized City officials, or their designees, access to the property where there is reasonable cause to believe the owner or applicant is not in compliance with these Conditions of Approval or other requirements of	All	Standard	

	the CCMC.			
<u>NO.</u>	<u>CONDITIONS OF APPROVAL</u>	<u>Agency</u>	<u>Source</u>	<u>Compliance Verification</u>
56.	Changes to the development project or use approved as part of this land use permit shall be subject to provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	
57.	The use and development of the property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, <u>state</u> and federal statutes, codes, standards, and regulations including, but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department requirements, and it shall comply with all applicable code requirements and comments as determined during the City’s building permit plan check review process as defined in the City’s Building Code. Failure to comply with said conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem necessary and appropriate to bring about compliance.	All	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P002

Standard Conditions of
Approval for
Discretionary Land Use
Permits

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	This land use permit is for (Insert project description) , for the property located at (insert property address) .	All	Standard	
2.	A copy of this Resolution and Conditions of Approval shall be printed on the plans submitted as part of any building permit application for the project approved pursuant to this Resolution.	Planning	Standard	
3.	The building permit application shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (CCMC) and all Conditions of Approval of this land use permit as contained herein.	Planning	Standard	
4.	Pursuant to CCMC Section 17.595.030- "Time Limits and Extensions" this land use permit shall expire one year from the date of final approval if the use has not been exercised. A time extension may be granted, as provided in Section 17.595.030, if a written request is submitted to the Planning Division prior to expiration.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for this land use permit shall be removed within ten (10) days after the end of the appeal period or the final decision on this land use permit, whichever occurs last.	Planning	Standard	
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7.	The project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
8.	All planted areas shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	

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13.	Street trees shall be installed, to the satisfaction of the City Engineer, per the City's approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan. The property owner shall maintain all street trees at his/her sole cost and expense.	Public Works	Standard	
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15.	At the sole cost and expense of the property owner, any broken or damaged curb, gutter, sidewalk, and street pavement shall be repaired along the street frontage of the proposed development and shall be reconstructed per APWA Standards.	Public Works	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
16.	Trash enclosures shall be provided with a minimum inside dimension of 10' x 12'. A minimum eight feet wide clear opening with gate, and a six inch high by six inch wide concrete curb along the inside perimeter wall shall be provided. The enclosure shall also have a minimum six inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler(s) system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the complex shall be stored on-site in the trash enclosures.	Public Works/ Fire	Standard	
17.	All project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
18.	The project shall meet all provisions of CCMC Section 7.05.015 regarding transportation Demand and Trip Reduction Measures.	Trans.	Standard	
19.	All buildings and structures shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and any related codes; and all other applicable Culver City codes which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
20.	Any new utilities shall be placed underground or shall be enclosed within the building construction; no new overhead utilities shall be permitted.	Building	Standard	
21.	The project shall comply with the Culver City Green Building Program and Requirements as outlined in CCMC Section 15.02.1100.	Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
22.	The project shall comply with the Culver City Solar Photovoltaic Requirements as outlined in CCMC Section 15.02.1005.	Building	Standard	

Prior to Building Permit Issuance

23.	Prior to the issuance of a building permit for the project approved by this land use permit, a covenant and agreement, on a form provided by the Planning Division as approved by the City Attorney's office, acknowledging and agreeing to comply with all terms and conditions established herein shall be recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	
24.	Prior to the issuance of a building permit for the project approved by this land use permit, the applicant and property owner shall indemnify, defend (at the applicant's and property owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument acceptable to the City Attorney and signed by the applicant and property owner.	City Attorney	Standard	
25.	Prior to issuance of a building permit for the project approved by this land use permit, a minimum of three (3) sets of final landscaping and irrigation plans separate from the plans submitted for the building permit shall be submitted to the Planning Division for review and approval.	Planning/ Parks & Rec.	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
26.	Payment of New Development Impact Fees pursuant to CCMC Title 15 shall be submitted prior to issuance of a building permit.	Planning/ Building	Standard	
27.	Prior to issuance of a building permit a Construction Management Plan prepared by the construction contractor, which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, shall be submitted to the Building Division and accepted by the Building Official.	Building	Standard	
28.	Prior to issuance of a building or demolition permit, a Pedestrian Protection Plan shall be submitted to and approved by the Building Official. Such plan shall identify all areas of pedestrian protection and indicate the method of pedestrian protection or pedestrian diversion when required. When pedestrian diversion is required, the Pedestrian Protection Plan must be approved by the Public Works Director.	Building/ Public Works	Standard	
29.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether a special inspection was performed on such work or otherwise.	Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
30.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department and Planning Division for review and approval by the City Engineer and Planning Manager prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.	Planning/ Public Works	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
31.	All reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a Demolition Permit. The plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials.	Building	Standard	
32.	A vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California shall be submitted to and approved by the Planning Manager and Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition/construction activity in order to ensure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject property do not relocate to or impact adjoining properties.	Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
33.	Prior to issuance of a building permit, notice of the project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	
During Construction				
34.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the applicant, property owner, construction contractor(s), and City, shall be posted at the project site in a location that is visible to the public. These names and telephone numbers of the applicant, property owner, construction contractor(s), and City shall be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
35.	The construction site shall be maintained daily so that it is free of trash and litter.	Building	Standard	
36.	During construction, dust shall be controlled by regular watering or other methods as determined by the City inspector.	Building	Standard	
37.	The Building Safety Division may apply administrative assessments and/ or post general stop work notices for any violations of the conditions of approval for the project, any violations of the CCMC, or any violations of adopted codes and standards.	Building	Standard	
38.	During all phases of construction, best efforts shall be used to ensure that all construction workers and contractors park onsite or at designated offsite locations approved by the City and not in the surrounding neighborhood.	Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
39.	When foundation shoring and/or foundation piles are indicated as part the project structural design, the engineer of record shall consider noise dampening measures such as the drilling of shoring supports and piles.	Building	Standard	
40.	Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	
41.	Hours of construction shall be limited to the following: 8:00 AM to 6:00 PM Monday through Friday; 9:00 AM to 6:00 PM on Saturday; and 10:00 AM to 6:00 PM on Sundays and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard	
42.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building	Standard	
43.	During all phases of construction and once the development becomes operational, all graffiti shall be removed within 48 hours of its application.	Building/ Planning	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
44.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the CCMC Noise Regulations and Standards; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.	Building/ Planning	Standard	
45.	In the event three nuisance-related citations are issued in connection with the project construction, project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, the project nuisance conditions have been eliminated or corrected.	Building/ Planning	Standard	
46.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Project Site.	Building/ Public Works	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
47.	During construction, trucks and vehicles in loading and unloading queues will be parked with their engines off, when not in use, to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	Building	Standard	
48.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent businesses. Off-site staging locations shall be approved by the City Engineer and be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the site. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	
49.	The construction contractor shall advise the Public Works inspector of the construction schedule and shall meet with the inspector prior to commencement of work.	Public Works	Standard	
Prior to Certificate of Occupancy or Final Inspection				
50.	All terms and conditions of this land use permit approval and all CCMC requirements and applicable written comments as provided by all concerned City departments on (insert date) at the Project Review Committee meeting as part of the Discretionary Application Review of the subject land use permit application shall be fulfilled to the satisfaction of all concerned City departments before the use may be established or the project occupied.	All	Standard	
51.	Parkland dedication or payment of a parkland in-lieu fee shall be submitted prior to any certificate of occupancy.	Planning	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
52.	The City's Art in Public Places requirements shall be fulfilled prior to the issuance of any certificate of occupancy or payment of the public art in-lieu fee shall be submitted prior to the issuance of a building permit.	Cultural Affairs	Standard	
53.	The Building Official shall ensure all applicable onsite and offsite improvements and conditions of approval have been completed pertaining to the certificate of occupancy. The completed improvements and conditions required for issuance of any certificate of occupancy shall be determined by the Building Official, Fire Marshal, Planning Manager and City Engineer. Prior to issuance of any certificate of occupancy the following shall be provided to and accepted by the City: A. Five (5) Full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.	All	Standard	
On-Going				
54.	The use and development of the subject property shall be in substantial conformance with the plans and materials submitted with the land use permit application as reviewed by the Planning Commission at its meeting on (insert date) and as approved by this Resolution, excepted as modified by the Conditions of Approval contained herein.	Planning	Standard	
55.	Pursuant to CCMC Section 17.650.020 - "Inspection", the owner or applicant shall allow authorized City officials, or their designees, access to the property where there is reasonable cause to believe the owner or applicant is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
56.	Changes to the development project or use approved as part of this land use permit shall be subject to provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	
57.	The use and development of the property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department requirements, and it shall comply with all applicable code requirements and comments as determined during the City’s building permit plan check review process as defined in the City’s Building Code. Failure to comply with said conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem necessary and appropriate to bring about compliance.	All	Standard	

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Meeting Date: January 12, 2011	Item Number: PH-1
AGENDA ITEM: Conditional Use Permit to allow the operation of a 1,280 square foot vehicle repair shop located at 11304 Culver Boulevard.	
Contact Person/Dept.: Jose Mendivil, Associate Planner	Phone Number: (310) 253-5757
Public Hearing: ☒	Action Item: ☐ Attachments: ☒
Public Notification: On December 22, 2010, notices were mailed to all the property owners and occupants within a 500-foot radius of the site. Email to the Master Notification List was made on January 5, 2011.	
Planning Approval: Thomas Gorham, Planning Manager 1/4/11	Department Approval: Sol Blumenfeld 1/4/11

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment (Attachment No. 3).
2. Approve Conditional Use Permit, CUP P-2010161, subject to the Conditions of Approval as stated in Resolution No. 2011-P001 (Attachment No. 5).

PROCEDURES:

1. Chair calls on staff for a brief staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

BACKGROUND:

On September 21, 2010, the Fiedler Group on behalf of British Petroleum West Coast Products, LLC (BP), submitted an application for a Conditional Use Permit (CUP) for a proposed 1,280 square vehicle repair shop on the subject site which is owned by Thrifty Oil (BP leases the site from Thrifty Oil).

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General Information

See Attachment No. 1, Project Summary.

Existing Conditions

The site is comprised of 6 lots, parallel to each other, and oriented towards the north with Culver Boulevard street facing frontages. The combined lots are 15,638 square feet in area and located at the southwest corner of Culver and Sawtelle Boulevards (see Attachment No. 2). The two most western lots are in the City of Los Angeles and the remaining four lots are in the City of Culver City. There is a 1,280 square foot structure on the site and an existing planter along the rear and south property line that is approximately 4 feet in width; the balance of the site is a paved parking lot with faded parking spaces. There are 2 driveway approaches, one off of east bound Culver Boulevard and the other off of south bound Sawtelle Boulevard.

From 1967 to 2000, the site was a fueling station with incidental auto repair. An underground fuel storage tank was removed in 1998 and three remaining tanks were extracted in 2000. Since 2000, the site has been vacant and the site remains in a state of blight. In addition to the underground storage tanks, the associated fuel lines and fuel islands have been removed from the site. There is active soil and groundwater remediation onsite and a remediation equipment area at the southeast portion of the site. The active soil and groundwater remediation activities are under the direction of the California Regional Water Quality Control Board - Los Angeles Region (CRWQCB or the "Board") and the property owner is implementing a groundwater monitoring and reporting program.

The area surrounding the project site is a mix of commercial and residential uses. Directly to the west and adjacent to the project site is a multi-dwelling residential building in the City of Los Angeles. Sawtelle Boulevard, another multi-dwelling residential building, and the 405 Freeway beyond are located east of the site. To the north is Culver Boulevard and a Gas Station beyond and to the south there is a 20 foot wide alley and a mix of single-family and multi-family residences beyond. There is a landscaped, class 1 bicycle path lane along Culver Boulevard.

The Culver City Redevelopment Agency has been pursuing strategies to redevelop and reuse several abandoned gas station sites in the westerly part of the City. Providing it is attractively designed, the proposed project will allow the property to be put into productive use commensurate with the Agency's goals.

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Previous Conditional Use Permits

On May 8, 2002, the Planning Commission approved Conditional Use Permit No.'s, CUP P-2001012 and CUP P-2001013 to allow BP to operate a used car lot and vehicle repair shop. On July 8, 2002, the City Council approved the two CUP's with minor amendments and granted a two year deadline for the CUP's because at that time the property owner had not commenced with drafting a proposed groundwater monitoring and reporting program for the Board's review (as noted above, the Board has approved a program which is currently under implementation).

As of July 8, 2004, BP had not sought building permits to complete site improvements that were required by the two CUP's. Therefore, the CUP's lapsed due to the project never being implemented and became null and void. Since that time, there has been no activity on the site except for the soil and groundwater remediation and a dedication of a portion of the site by the property owner to the City. The dedication was associated with the 405 Freeway widening project. A pole sign that had been located on the dedication area was removed.

Project Description

The applicant proposes to keep the current building for vehicle repair which requires a Conditional Use Permit (CUP). Specifically the applicant requests a CUP to convert the existing single story, 16-foot high, 1,280 square foot vacant building into a vehicle repair shop consisting of 3 service bays and a 350 square foot office sales area. There will be no volume, square footage, or building footprint increase. The building will be finished in stucco with the application of ¾ inch aluminum reveals and the existing garage doors and entry door will be replaced. New planters along the street frontage at Culver Boulevard will be installed and will incorporate berming; the existing planters along the property edge will be re-planted. Overall new trees and increased landscaping (from what is currently landscaped) will define the site's perimeter.

The project will also include parking lot resurfacing, new parking lot striping for 18 surface parking spaces, a new trash enclosure, and a new 8 foot high wrought iron perimeter fence. The existing two driveways, one off of east bound Culver Boulevard and the other off of south bound Sawtelle Boulevard will remain in place but will be reconstructed as high speed approaches.

The portion of the project site that is in the City of Los Angeles is in a residential zone and will include portions of the surface parking, one of the two driveway approaches, a portion of the perimeter fencing and gates, and a portion of the

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perimeter landscaping. The parking lot use was in place since the site was an operating gas station and vehicle repair facility. Nevertheless, a separate permitting process from the City of Los Angeles to allow the continued use of the parking area will be required prior to commencing with these site improvements.

Project Improvements Recommended by Staff during the Preliminary Project Review Stage

When the applicant first presented their preliminary plans to the Planning Division, they were proposing minimal façade and site improvements that included only painting the existing building, removing the stone veneer, and installing minimal landscaping. Planning staff suggested the building be treated with greater architectural variation such as adding stucco panels, including reveals to assist in providing façade relief, experimenting with various colors such as earth tones or industrial grays and blacks. Staff also wanted to minimize potential visual impacts caused by the use and suggested enhanced landscaping, additional trees, decorative wrought iron fencing with pilasters and landscape berming. As a result of these discussions with the applicant, the following staff recommended changes/improvements have been incorporated into the final plans and/or conditions of approval:

- Use of opaque glass roll up doors at the entrance to the work bays.
- Enhanced perimeter landscaping, including shade trees, along Culver and Sawtelle Boulevards that incorporates berming and decorative wrought iron fencing.
- Enhanced exterior elevation improvements that include painted stucco in a primary light gray color with off-white and butterscotch accent colors, graphite colored textured exterior wall panels to add additional relief to the façade, and aluminum reveals.
- Existing sheet metal mansard roof painted dark gray.

ANALYSIS:

Site Plan

The proposed vehicle repair shop will not require significant changes to the basic layout of the existing site. The existing building and the location of the two existing drive approaches will remain. Parking lot resurfacing, 18 new parking spaces, a trash enclosure, upgraded drive approaches (in the location of the current drive approaches), and new and replacement perimeter landscaping will be installed. The existing building will undergo interior and exterior tenant improvements that will eliminate the building's current blighted look. As

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recommended by staff the applicant has provided enhanced perimeter landscaping along with street facing 8 foot high wrought iron fencing that includes pilasters and bermed planters which will help to minimize any visual impact the auto repair facility may have. The site can be accessed from either direction of Culver and Sawtelle Boulevards; however the project conditions will require right turn only movements at both drive approaches for exiting of the site.

The Zoning Code requires a zero setback along Culver Boulevard and there is no setback requirement along Sawtelle Boulevard. The existing building is legal non-conforming for the Culver Boulevard frontage because it is not set at the zero setback line; it is setback 56 feet. The building meets all other setback requirements. At 16 feet in height the building is below the 56 foot maximum height.

Architectural Design

The proposed vehicle repair shop will conform to all regulations of the Commercial General (CG) Zone and Culver City Municipal Code (CCMC) Chapter 17.400.125 - Vehicle Repair Shops. The building's design will cover existing metal sidings and stone veneer with stucco and the application of ¾ inch aluminum reveals. The existing roll-up doors will be replaced with new roll-up doors that include clear aluminum framing and opaque glass. A graphite panel material will also be applied to certain areas of the exterior. The exterior colors will include light and dark gray, off-white, and butterscotch yellow. These proposed architectural finishes and colors adhere to recommendations made by staff during the preliminary review of the project. Overall, the exterior tenant improvements will be compatible with other commercial and residential buildings in the vicinity.

Landscaping

The site currently has 950 square feet of landscaping which will be re-planted and/or improved. An additional 1,675 square feet of landscaping will be added for a total of 2,625 square feet of landscaping. Key to the additional landscaping will be a 1 foot high bermed area between the sidewalk facing Culver Boulevard and the 8 foot high wrought iron fencing (that will include pilasters). Staff had suggested that a 3 foot high berm be provided along the Culver Boulevard street frontage. This would require that the perimeter fencing be redesigned to include a 3 foot high retaining wall with 5 feet of wrought iron fencing on top. The effect of this design would be to more effectively screen the auto use from the street because the planting would be elevated and canted, creating a more attractive street edge. However, the applicant expressed concerns that this design would be more costly and would facilitate easier access over the fencing when the business was closed. The bermed area will be planted with Goldenrain trees,

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Chaste trees, and various shrubs and ground covers that include Dwarf Maroon Flax, Evergreen Eulalia Grass, and Red Fountain Grass. In addition, several Flame and Lemon Bottlebrush Trees and Indian Princess Photina shrubs will be planted along the west and south perimeter property lines with additional shrub planting of Evergreen Eulalia Grass and Red Fountain Grass planted along the east perimeter property line. (Please see Landscape Plan).

The applicant maintains that the planted material will compliment the architecture and the area with seasonal color throughout the year. The landscaping chosen by the applicant has low to medium water usage requirements as set forth in the Water Use Classification of Landscape Species-III, 1999 Edition (WUCOLS). Further, plants will be grouped in hydrozones and irrigated based on similar watering requirements. At 5 years or 75% percent of full growth the trees will provide a shade canopy that covers approximately 44% of each parking space.

The additional tree planting and landscaped areas helps the City achieve the objective of reducing the heat island affect caused by paved surfaces with little or no landscaping. As trees mature on the site, the proposed project will help reduce the heat island affect, by shading the surface parking. Additionally the use of plants and their groupings as noted above will result in a more conservative use of water. Finally, the combination of the wrought iron fencing, and landscaping comprised of trees, shrubs and ground covers will enhance the site while diminishing the potential visual impacts of the auto repair facility, though not as effectively as the alterative bermed planting design.

Parking

The site contains adequate parking for the proposed vehicle repair shop. Ten (10) parking spaces are required by code and the site plan includes 18 on-site parking spaces.

Traffic and Circulation

The project site will continue to be accessed by the 2 driveways noted above: one off of east bound Culver Boulevard and one off of south bound Sawtelle Boulevard. Vehicles traveling in either direction of Culver and Sawtelle Boulevards will be able to access the site. However, due to the proximity of the driveway approaches to the intersection of Sawtelle and Culver Boulevards, a condition will allow only right turn exiting from both driveway approaches. The site will provide adequate internal circulation with driveway isle widths that comply with Zoning Code standards.

The proposed project does not require a traffic study as determined by the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 8th Edition.

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Calculations of potential trip generation for the project based on the ITE Trip Generation Manual Table 942 (Automotive Care Center) indicate that the AM peak hour trips generated by the project are not expected to exceed 4; the PM peak hour trips generated by the project are not expected to exceed 5. These potential trips are below the 50 trip in the AM or PM peak hour threshold for requiring a traffic study.

As a small 3 bay vehicle repair shop not generating significant amounts of traffic, the proposed project is not expected to conflict with the performance of the surrounding circulating system consisting of Sawtelle and Culver Boulevards and the 405 Freeway. With the small amount of vehicles entering and exiting the site on a daily basis conflicts with surrounding residential areas, traffic along and at the intersection of Culver and Sawtelle Boulevards, mass transit along Culver Boulevard, and bicycles along Culver and Sawtelle Boulevards is not expected to be significant. The relatively small project with low generating traffic is below thresholds will not impact the City's Congestion Management Program and local street level of service standards will not be impacted significantly.

The 10 foot wide Culver Boulevard fronting sidewalk and the 8 foot wide Sawtelle Boulevard fronting sidewalk are of sufficient width for a commercial street and can adequately serve pedestrians. With the small number of expected vehicle trips, conflicts with pedestrians crossing the driveway approaches along the sidewalks are expected to be minimal. Further, bicyclists along Culver Boulevard can take advantage of the Culver Boulevard Class 1 Bicycle Path which is completed separated from vehicle travel lanes and the Culver Boulevard drive approach serving the site.

Noise

The project site is within a commercial and residential area and is located along a high traffic volume, major boulevard and the nearby 405 freeway. Noise levels will result from vehicles entering and leaving the site and from auto repair tools used by mechanics as they work on cars. However, the project will be subject to Zoning Code standards for vehicle repair shops that require all work to be conducted inside the work bays and that the work bays be soundproofed to prevent disturbances to surrounding residential areas. Further, the area is already subject to ambient noise levels caused by traffic along Culver and Sawtelle Boulevards and the 405 Freeway.

Area Compatibility

The use is allowed in the Commercial General (CG) Zone and will be adequately served by existing streets, infrastructure, and the nearby 405 Freeway. The proposed use is consistent with both the General Plan and the Redevelopment

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Plan and no General Plan amendment or Redevelopment Plan amendment is required. As a currently vacant and blighted property, the proposed project will be consistent with General Plan Land Use objectives that encourage economic development of such blighted areas. Through landscape design and a perimeter block wall along the west and south property lines, potential impacts to nearby residences will be lessened. The project as proposed is consistent with the Zoning Code – the height, setbacks, parking, and proposed use is allowed in the CG Zone.

The project's building materials as described above under Architectural Design, in combination with the street fronting landscaping and perimeter wall will make the currently vacant site more compatible with the surrounding residential uses by providing a more positive aesthetic visual as compared to the site's current look.

Community Outreach

On March 17, 2010, the applicant held a community meeting and met with Culver City and City of Los Angeles residents who live in the vicinity of the project site; 8 people attended the meeting. At the meeting the applicant provided a project description which at that time included an auto repair facility and a used car lot. The community had several concerns that included the status of the soil remediation, traffic impacts, parking, noise generated by the use, site security, lighting, and the proposed uses.

The applicant stated that the site would be improved with façade renovations and new landscaping and that uses are allowed with a CUP. They took note of the community concerns and stated they would review their issues.

On June 14, 2010, the applicant held a second community meeting in which only 2 people attended. The main difference in the project description was the elimination of the proposed used car lot. The applicant addressed key issues discussed at the first community meeting. These include the following:

- The site is under an active soil and groundwater remediation plan and the CRWQCB was not requiring closure of the site during remediation;
- With removal of the used car lot, potential traffic impacts have been reduced;
- Without the used car sales use, less parking required resulting in excess parking;
- Noise generated by the site will occur during normal business hours and the applicant proposes hours of operation to be from 7 AM to 7 PM daily;
- Security will be maintained with perimeter wrought iron fencing and down lighting onto the site and wall lights attached to the building;

City of Culver City, California
Planning Commission Agenda Item Report

- The applicant is currently monitoring the site on a monthly basis for graffiti removal and overall property maintenance.

Public Comments

As of the writing of this staff report, staff has not received any comments on the proposed project.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines, an Initial Study prepared for the document determined that the project will not have a significant adverse impact on the environment and that a Negative Declaration (ND) finding is appropriate.

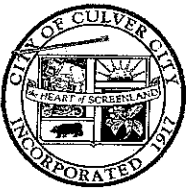
ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Approve the application with the recommended conditions of approval.
2. Approve the application with additional or different conditions of approval.
3. Disapprove the application.

ATTACHMENTS:

1. Project Summary
2. Vicinity Map
3. Negative Declaration and Initial Study
4. Resolution No. 2011-P001 and Exhibit A "Conditions of Approval"
5. Project Plans dated November 9, 2010



PLANNING DIVISION

CITY OF CULVER CITY

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

(310) 253-5710

FAX (310) 253-5721

**NOTICE OF INTENT TO ADOPT
A NEGATIVE DECLARATION**

LEAD AGENCY: City of Culver City

DATE: December 20, 2010

☒ Los Angeles County Clerk
ATTN: Environmental Filing
12400 Imperial Highway, Suite 2001
Norwalk, CA 90650

☐ Governor's Office of Planning & Research
1400 Tenth Street, Room 1311
Sacramento, CA 95814

PROJECT:

Title: Conditional Use Permit, CUP P-2010161; Negative Declaration, ND P-2010162

Location: 11304 Culver Boulevard, Culver City, CA 90230 (Culver and Sawtelle Boulevards)

Description: The propose project is for an auto repair facility which requires a Conditional Use Permit (CUP). Specifically the project will include the conversion of an existing 1,280 square foot vacant building into an auto repair facility consisting of 3 service bays and a 350 square foot office sales area. Tenant improvements will be performed on the existing structure and new bermed planters along the street frontage at Culver Boulevard will be installed; the existing planters along the property edge will be re-planted. The project will also include parking lot resurfacing, new parking lot striping for 18 surface parking spaces, a new trash enclosure, and a new 8 foot high wrought iron perimeter fence.

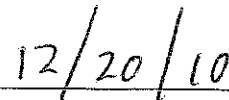
Applicant: Fiedler Group – Erika Skeie, 2322 W. Third Street, Los Angeles, CA 90057-1906
(213) 381-3478

COMMENT PERIOD: The review period of the proposed negative declaration begins on Wednesday, December 22, 2010 and ends on Wednesday, January 12, 2011. Written comments should be received on or before Wednesday, January 12, 2011. Written comments should refer to the project by name and be addressed to:

Jose Mendivil, Associate Planner
City of Culver City Planning Division
P.O. Box 507
Culver City, CA 90232-0507

The Planning Commission will hold a public hearing to take action on the proposed project and the environmental finding on Wednesday, January 12, 2011 in the Mike Balkman Council Chambers in City Hall. Copies of the documentation can be reviewed in the Planning Division Office, City Hall, Second Floor, 9770 Culver Boulevard, Culver City, CA 90232-0507 (handicapped accessible location). City Hall business hours are 7:30 am – 5:30 pm, Monday through Friday, except alternative Fridays. Please telephone in advance to assure staff availability at (310) 253-5710.


Jose Mendivil, Associate Planner


Date

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:		
Conditional Use Permit, CUP P-2010161 to allow the operation of a 1,280 square foot auto repair facility with three (3) service bays, located at 11304 Culver Boulevard in the Commercial General (CG) Zone.		
PROJECT ADDRESS/LOCATION:		APPLICANT INFORMATION:
11304 Culver Boulevard Culver City, CA 90230		Fiedler Group 2322 W. Third Street Los Angeles, CA 90057-1906 (213) 381-3478
PERMIT/APPLICATION TYPE:		
☐ Administrative Use Permit ☒ Conditional Use Permit ☐ Administrative Site Plan Review ☐ Site Plan Review ☐ Administrative Variance ☐ Variance ☐ Master Sign Program ☐ Certificate of Appropriateness ☐ Certificate of Exemption ☐ DOBI ☐ Tentative Parcel Map ☐ Tentative Tract Map ☐ Lot Line Adjustment ☐ Zoning Code Amendment - Text ☐ Zoning Code Amendment - Map ☐ General Plan Amendment - Text ☐ General Plan Amendment - Map ☐ Planned Unit Development ☐ Specific Plan ☐ Other:		
APPROVAL BODY: ☒ Public Hearing ☐ Public Meeting ☐ Administrative		
☐ Administrative ☒ Planning Commission ☐ City Council		☒ Redevelopment Agency ☐ Other:
ENVIRONMENTAL DETERMINATION AND NOTICING:		
CEQA Determination	☐ Categorical Exemption, Class 32 ☒ Negative Declaration or ☐ Mitigated Negative Declaration ☐ Environmental Impact Report, Type: _____	
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☒ Notice of Intent to Adopt (21 days prior to decision) ☐ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☐ Notice of Preparation ☐ Notice of Availability ☐ Notice of Completeness	
PUBLIC NOTIFICATION:		
Mailing Date: 12/22/10	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 500' foot radius ☒ w/in 500' foot radius / Extended ☐ Other: Beyond 500' radius
Posting N/A	☐ Onsite ☐ Offsite	☐ Other:
Publication Date: N/A	☐ Culver City News	☐ Other:
Courtesy Date: 12/22/10	☒ City Council ☒ Commissions ☒ Master Notification List ☐ Culver City Website ☐ Cable Crawler	☐ Press Release ☒ HOA /Neighborhood Groups ☐ Culver City Organizations ☒ Other: Chamber of Commerce, Tom Camerella, Marta Zaragoza, & Downtown Business Association.

PROJECT SUMMARY

GENERAL INFORMATION:	
General Plan General Corridor	Zoning Commercial General (CG)
Redevelopment Plan Component Area No. 4	Overlay Zone/District Commercial Zero Setback Overlay (CZ)
Legal Description Lots 192 -195 of Tract No. 7026 and Lots 81 & 82 of Tract No. 9733	Existing Land Use Vacant Building and Surface Parking Lot

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North:	CN	Culver Blvd & Gas Station
South:	RMD	Alley & Single & Multi Family Residential
East:	CN	Sawtelle Blvd, Multi Family Residential, & 405 Freeway
West:	L.A. City R3-1	Multi Dwelling Residential

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required/Allowed</u>
Lot Area	15,638 S.F.	No Change	N/A
Building Coverage:	1,280 S.F.	No Change	N/A
Landscaped Area:	950 S.F.	2,625 S.F.	No min.

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required</u>
Parking:			
Auto Repair	18	18	10
Total:	18	18	10
Building Height:	15'8"	No Change	56' Maximum'
Building Setbacks:			
Front	56'	No Change	Zero Setback Required (Legal Nonconforming)
Rear	9'	No Change	2'
Side (East)	55'	No Change	None Required
Side (West)	53'	No Change	10'

ESTIMATED FEES:		
☐ New Development Impact:	☒ School District: <u>TBD</u>	☒ Plan Check: <u>TBD</u>
☐ In Lieu Parkland:	☒ Art: <u>TBD</u>	☒ Sewer: <u>TBD</u>
INTERDEPARTMENTAL REVIEW:		
Planning, Engineering, Building & Safety, Fire Prevention, Redevelopment Agency, and City Attorney reviewed the project and provided comments and applicable code requirements.		
ART IN PUBLIC PLACES:		
No applicable		

CONDITIONAL USE PERMIT FOR AUTO REPAIR



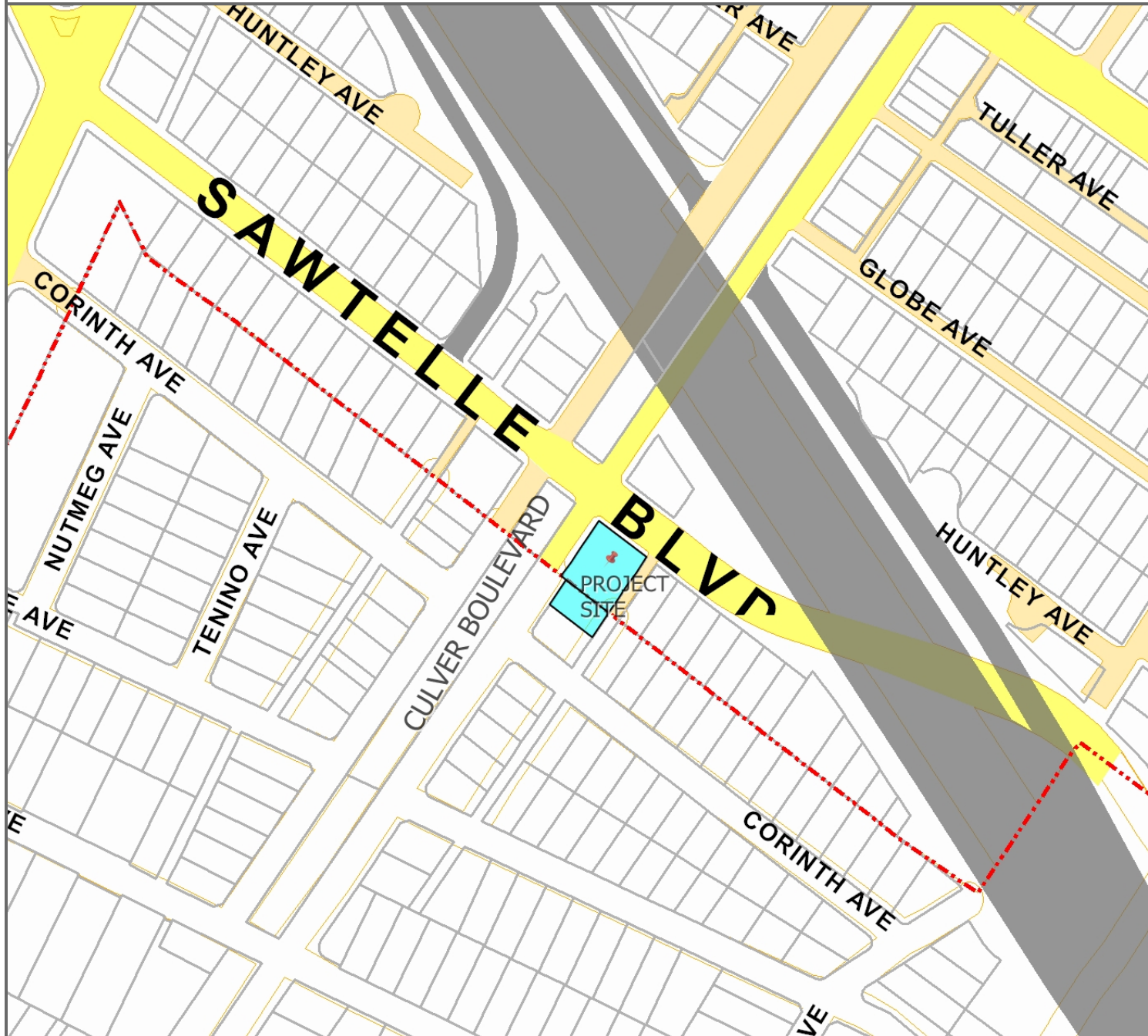
Source: Planning Division

Map Created: 12/20/2010

Meeting Date: January 12, 2011

11304 Culver Boulevard
Southwest Corner of Culver Blvd
and Sawtelle Blvd

Conditional Use Permit, CUP
P-2010161



**THE CITY OF
CULVER CITY**



INFORMATION TECHNOLOGY DEPARTMENT

GEOGRAPHIC INFORMATION SYSTEMS

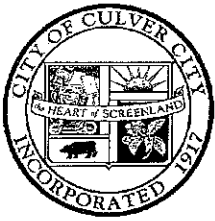
9770 CULVER BLVD
CULVER CITY, CA 90232

TEL: 310-253-5976

Scale: 1:2,956



0 123.16 246.3 Feet



Culver CITY

(310) 253-5710

FAX (310) 253-5721

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

PROPOSED NEGATIVE DECLARATION

Project Title and File No.: Conditional Use Permit, CUP P-2010161;
Negative Declaration, ND P-2010162

Project Location: 11304 Culver Boulevard, Culver City, CA 90230
(Culver and Sawtelle Boulevards)

Project Sponsor: Fiedler Group – Erika Skeie
2322 W. Third Street, Los Angeles, CA 90057-1906

Project Description: The propose project is for an auto repair facility which requires a Conditional Use Permit (CUP). Specifically the project will include the conversion of an existing 1,280 square foot vacant building into an auto repair facility consisting of 3 service bays and a 350 square foot office sales area. Tenant improvements will be performed on the existing structure and new bermed planters along the street frontage at Culver Boulevard will be installed; the existing planters along the property edge will be re-planted. The project will also include parking lot resurfacing, new parking lot striping for 18 surface parking spaces, a new trash enclosure, and a new 8 foot high wrought iron perimeter fence.

Environmental Determination:

This is to advise that the City of Culver City, acting as the lead agency, has conducted an Initial Study to determine if the project may have a significant effect on the environment and is proposing this **NEGATIVE DECLARATION** based on the following finding:

- ☒ The Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- ☐ The Initial Study identified potentially significant effects, but:
1. Revisions in the project plans or proposals made by, or agreed to by the applicant before this proposed **MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY** was released for public review would avoid the effects or mitigate the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

A copy of the Initial Study, and any applicable mitigation measure, and any other material which constitute the record of proceedings upon which the City based its decision to adopt this **NEGATIVE DECLARATION** may be obtained at:

City of Culver City, Planning Division
9770 Culver Boulevard, Culver City, CA 90232

The public is invited to comment on the proposed **NEGATIVE DECLARATION** during the review period, which ends **Wednesday, January 12, 2011.**


Jose Mendivil, Case Manager
Associate Planner

12/22/10
Date



Culver CITY

PLANNING DIVISION

9770 CULVER BOULEVARD, CULVER CITY, CALIFORNIA 90232-0507

(310) 253-5710
FAX (310) 253-5721

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM AND ENVIRONMENTAL DETERMINATION

Project Title:	Conditional Use Permit, CUP P-2010161; Negative Declaration, ND P-2010162 Conditional Use Permit for 3 Service Bay Auto Repair		
Lead Agency Name & Address:	City of Culver City, Planning Division 9770 Culver Blvd., Culver City, CA 90232		
Contact Person & Phone No.:	Jose Mendivil, Associate Planner (310) 253-5757		
Project Location/Address	11304 Culver Boulevard Culver City, CA 90230 (Part of the project site is in the City of Los Angeles)		
Nearest Cross Street:	Culver and Sawtelle Boulevards	APN:	City of Culver City: 4217-012-029 City of Los Angeles: 4217-012-001
Project Sponsor's Name & Address:	Erika Skeie Fiedler Group 2322 W. Third Street Los Angeles, CA 90057-1906 (213) 381-3478		
General Plan Designation:	City of Culver City: <i>General Corridor</i> City of Los Angeles: <i>Medium Residential</i>	Zoning:	City of Culver City: <i>Commercial General (CG)</i> City of Los Angeles: <i>Multiple Dwelling Zone (R3-1)</i>
Redevelopment Project Area:	City of Culver City: <i>Component Area No. 4</i> City of Los Angeles: <i>Not in a Redevelopment zone</i>		
Overlay Zone/Special District:	City of Culver City: <i>Commercial Zero Setback Overlay (CZ)</i> City of Los Angeles: <i>Los Angeles Coastal Transportation Corridor Specific Plan Area</i>		

Project Description and Requested Action: *(Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary)*

The site contains a vacant, 1,280 square foot building that was once a gas station and auto repair on a 15,638 square foot parcel. The applicant proposes to keep the current building for auto repair which requires a Conditional Use Permit (CUP). Specifically the applicant requests a CUP to convert the existing vacant building into an auto repair facility consisting of 3 service bays and a 350 square foot office sales area. The building will be finished in stucco with the application of 3/4 inch aluminum reveals and the existing garage doors and entry door will be replaced. New planters along the street frontage at Culver Boulevard will be installed and will incorporate berming; the existing planters along the property edge will be re-planted. The project will also include parking lot resurfacing, new parking lot striping for 18 surface parking spaces, a new trash enclosure, and a new 8 foot high wrought iron perimeter fence.

The portion of the project site that is in the City of Los Angeles comprises 4,500 square feet of the total 15,638 square foot project site and will include portions of the surface parking, one of the two driveway approaches, a portion of the perimeter fencing and gates, and a portion of the perimeter landscaping. The above described use will require approval by the City of Los Angeles Department of City Planning and a use of land permit and plan check from the City of Los Angeles Department of Building and Safety. Once these approvals are obtained the City of Los Angeles Department of Building and Safety will allow the City of Culver City to perform inspections on the Los Angeles portion of the project.

Existing Conditions of the Project Site (For purposes of this project Culver Boulevard runs along an east/west orientation and Sawtelle Boulevard runs along a north/south orientation):

The site is comprised of 6 lots, parallel to each other, oriented towards the north with Culver Boulevard street facing frontages and is 15,638 square feet in area. The 2 most western lots are in the City of Los Angeles (with an area of 4,500 square feet) and the remaining 4 lots are in the City of Culver City. The site was a fueling station and auto repair in the past and is currently vacant with the building remaining in a state of blight. The underground storage tanks, associated fuel lines, and fuel islands have been removed from the site. There is active soil and ground water remediation onsite and an equipment area at the southeast portion of the site. The active soil remediation activities are under the direction of the California Regional Water Quality Control Board (Los Angeles Region). There is an existing planter along the rear and south property line and is approximately 4 feet in width. The balance of the site is paved.

Surrounding Land Uses and Setting (For purposes of this project Culver Boulevard runs along an east/west orientation and Sawtelle Boulevard runs along a north/south orientation): *(Briefly describe the project's surrounding)*

West: Multi Dwelling Residential Complex

East: Sawtelle Boulevard, Multi Dwelling Residential Building, and 405 Freeway Beyond

North: Culver Boulevard and a Gas Station Beyond

South: Alley and Single Family and Multi Dwelling Residential Areas Beyond

Other public agencies whose approval is required: *(e.g., permits, financing approval, or participation agreement)*

City of Los Angeles is required to review and approve the parking lot use on the Los Angeles City portion of the project site.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

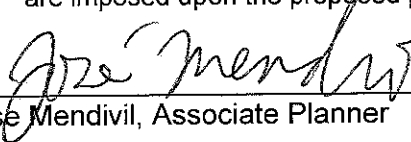
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages:

- | | |
|---|---|
| ☐ Aesthetics | ☐ Land Use / Planning |
| ☐ Agriculture and Forestry Resources | ☐ Mineral Resources |
| ☐ Air Quality | ☐ Noise |
| ☐ Biological Resources | ☐ Population / Housing |
| ☐ Cultural Resources | ☐ Public Services |
| ☐ Geology / Soils | ☐ Recreation |
| ☐ Greenhouse Gas Emissions | ☐ Transportation/Traffic |
| ☐ Hazards & Hazardous Materials | ☐ Utilities / Service Systems |
| ☐ Hydrology / Water Quality | ☐ Mandatory Findings of Significance |

ENVIRONMENTAL DETERMINATION:

On the basis of this initial evaluation:

- ☒ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Jose Mendivil, Associate Planner

12/22/10
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
Responses:				
a). – d). <u>Less than Significant.</u>				
The proposed project will not significantly affect scenic vistas because the project will not involve new square footage construction and the project site and surrounding properties are located in an urbanized area with commercial and residential buildings and a freeway in the immediate vicinity. There are no scenic vistas and scenic resources such as trees, rock outcroppings, and historic buildings within state scenic highways in the vicinity of the project. The project's development will not substantially degrade the existing character of the project and its surroundings because currently the site is vacant and in a condition of blight. Rather, the tenant improvements and new perimeter wrought iron fencing with landscape berming, will visually enhance the project site and assist in removing visual blight from the surrounding area. New on-site lighting will be conditioned to not be obtrusive nor create a nuisance to adjacent properties. In addition, the project in its current state and after tenant improvements will not exceed development standards for the Commercial General (CG) Zone thereby ensuring development is within the expected threshold of development.				
Mitigation Measure(s): None Required				
II. AGRICULTURE RESOURCES AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Responses:

a). – e). No Impact.

Agricultural and forest resources will not be impacted by the proposed project because the project site and the surrounding properties are not located on land identified, planned, utilized, or zoned for agricultural or forest purposes, and there is no known Williamson Act contract in effect for the area. The project site and the surrounding properties are established as residential and commercial uses within an urbanized area that has no actual or planned agricultural or forest land development.

Mitigation Measure(s): None Required

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Responses:

a). - c). Less than Significant.

Future new development in any portion of Culver City may contribute both at the project level and cumulatively, to pollutant emissions over existing non-attainment conditions due to both construction and operation of individual projects. This project involves the conversion of an existing 1,280 square foot vacant building through tenant improvements, into an auto repair facility consisting of 3 service bays and a 350 square foot office sales area. There will be no demolition of the structure and no significant excavation of earth other than minor excavation that may be needed for resurfacing of the parking lot, new landscaping, and modifications to the two existing driveway approaches. During construction, air contaminant emissions would result from the use of construction equipment such as bulldozers, trucks, scrapers, loaders, graders, and backhoes, as well as construction workers that would be

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
traveling to and from the project. Project-related construction traffic would have a temporary effect on air quality in the vicinity of the project. Construction worker traffic and diesel-powered equipment would emit nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulates. These emissions would increase local concentrations temporarily but would not be expected to increase the frequency of violations of air quality standards because this is a relatively small project as described above that will not include new building construction or significant excavation and movement of earth. Due to this minor construction activity the project is not expected to create significant air quality impacts. Operationally the project is also not expected to create significant air quality impacts. Calculations of potential trip generation for the project based on the ITE Trip Generation Manual Table 942 (Automotive Care Center) indicate that the AM peak hour trips generated by the project are not expected to exceed 4; the PM peak hour trips generated by the project are not expected to exceed 5. These potential trips are below the 50 trip in the AM or PM peak hour threshold for requiring a traffic study. Emissions from this small amount of vehicles in the AM and PM peak hours are not expected to be significant. With three service bays, overall operations throughout the day are not expected to significantly affect air quality due to the small nature of the project. <u>Mitigation Measure(s):</u> None Required d). - e). <u>Less than Significant.</u> The project site is adjacent to residential areas which could be affected by pollutant concentrations and objectionable odors. As discussed above, construction impacts associated with the proposed project would be less than significant. Pollutant concentrations and odors (such as tar odor during parking lot resurfacing and painting of the existing structure) caused during construction will be of a temporary nature and these impacts are not anticipated to add to long-term air pollution problems or permanent odor impacts. Based on the small amount of projected vehicle trips (4 in the AM Peak and 5 in the PM Peak), operational emissions resulting from the proposed project will also be less than significant. Operationally, as an auto repair facility the site is not expected to generate objectionable odors on a daily basis because all work, as required by the Zoning Code, must occur inside the work bays. The code also requires that driveways and surface areas be kept free of oil, grease, and other petroleum products that if allowed to accumulate could cause odors. Further, the proposed project will implement standard SCAQMD-approved construction procedures and will comply with applicable provisions of SCAQMD Rule 403. Construction related standard requirements that further ensure less than significant impacts will include: • All exposed soils shall be watered daily and inactive soil stockpiles shall be covered with tarp. • All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications. • General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues will be kept with their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts. • Electricity from power poles shall be used rather than temporary diesel or gasoline-powered generators, to the extent feasible. • Building materials, architectural coatings, and cleaning solvents shall comply with all applicable SCAQMD rules and regulations. • All grading operations shall be terminated if wind conditions exceed 25 miles per hour and dust fabric shall be installed on the project perimeter fencing. • Approved Culver City haul routes (and schedules) must be used by all construction vehicles. <u>Mitigation Measure(s):</u> None Required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐
Responses: a). - f). <u>Less than Significant.</u> Biological resources will not be impacted by the proposed project because the project site and the surrounding properties are established as residential and commercial uses within an urbanized area. As an urbanized built out area, the project site and surrounding area is not known to contain special status species, riparian habitat areas, or federally protected wetlands. The project site and surrounding area is not known to be along the path of migratory wildlife and there is no known resident migratory wildlife corridor or wildlife nursery site or adopted Habitat Conservation Plan in the area of the project site. The project does not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Rather, the project will be required to plant trees and landscaping as required by the Culver City Municipal Code (CCMC). Mitigation Measure(s): None Required				

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:					
a)	Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☒	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
Responses:					
a). - d). <u>Less than Significant.</u>					
The project is not expected to cause a substantial adverse change in the significance of a historical resource because there is no identified historical resource on the project site, which is a vacant building and a surface parking lot, or in the surrounding area which is characterized by residential and commercial buildings and uses, none of which have been designated as historical. The project site is developed and located in an urbanized area surrounded by existing disturbed land and development. The potential does exist for fossil resources, burial sites, and other paleontological/anthropological resources to be unearthed during construction activities. There have been identified archaeological resources at construction sites in the general vicinity of the project site. However, archaeological and paleontological resources and human remains are not expected to be disturbed therefore diminishing potential impacts to less than significant because the project will not include major excavation for subterranean levels. Only minor excavation near the existing surface will be required for landscape and irrigation purposes and for resurfacing of the parking lot.					
Mitigation Measure(s): None Required					
VI. GEOLOGY AND SOILS -- Would the project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii)	Strong seismic ground shaking?	☐	☐	☒	☐
iii)	Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv)	Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Responses:

a)i.- a)iii., c). – d). Less than Significant.

The project site is located in an urbanized area surrounded by existing disturbed land and development. The project area is located in the seismically active southern California region and, therefore, could be subject to strong ground shaking in the event of an earthquake. The region is characterized by numerous active, potentially active, and inactive faults. The project site is not located on a currently established Alquist-Priolo Earthquake Fault Zone for surface rupture hazards. However, the site is located approximately 0.4 miles east of the Charnock Fault and is within a liquefaction area. The Culver City Building Safety Division will require as part of the tenant improvement to the existing building, compliance with all applicable City building standards and Uniform Building Code requirements, including compliance with City and state seismic standards. This will reduce potential impacts to a less than significant level. The project site is developed with an existing structure and surface parking and tenant improvements will not require demolition or new construction of structures. The surface parking will be re-surfaced. There is no indication the site is on unstable soil or that it is located on expansive soil. However as stated above it is within a liquefaction area will be addressed through compliance with applicable City and state seismic standards.

Mitigation Measure(s): None Required

a)iv.– b). No Impact.

The project and surrounding properties are not located within an earthquake induced landslide area. The project site is developed with a small structure and an asphalt surface parking lot and is surrounded by urban development. Therefore the proposed tenant improvements, parking lot resurfacing, and landscaping will not result in substantial soil erosion or the loss of topsoil where none exists now.

Mitigation Measure(s): None Required

e). No Impact.

The project site is located in an urbanized area and is connected to an existing sewer system; it will not involve the use of septic tanks or alternative wastewater disposal systems and no impact will occur.

Mitigation Measure(s): None Required

VII. GREENHOUSE GAS EMISSIONS --Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
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EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
Responses: a). <u>Less than Significant.</u> As an auto repair use the project will generate greenhouse gas emissions both during the construction and operational phases. Construction will involve tenant improvements to an existing 1,280 square foot vacant building and parking lot resurfacing and new landscape installation over a 14,358 square foot area; it will not include new building square footage or subterranean construction. The applicant estimates that construction will last not more than 3 months because of the site's small commercial lot and building sizes. Greenhouse gas emissions are not expected to create significant impacts because of the overall small nature of the project and the estimated short construction phase. Operationally, calculations of potential trip generation for the project based on the ITE Trip Generation Manual Table 942 (Automotive Care Center) indicate that the AM peak hour trips generated by the project are not expected to exceed 4; the PM peak hour trips generated by the project are not expected to exceed 5. These potential trips are below the 50 trip in the AM or PM peak hour threshold for requiring a traffic study. Emissions from this small amount of vehicles in the AM and PM peak hours are not expected to be significant. As a small 3 bay auto repair facility with less than significant traffic impacts, overall greenhouse gas emissions are not expected to create significant impacts. Mitigation Measure(s): None Required b). <u>Less than Significant.</u> Although the City currently does not currently have a Local Climate Action Plan, the City does have standard code required conditions of approval that address green house gas emissions. These conditions of approval and code required conditions include Transportation Demand Management measures, bicycle parking, installation of photovoltaics, and installation of LEED equivalent features in new buildings and tenant improvements. This project is below the thresholds for requiring these various conditions; there is no new building construction and tenant improvements involve an existing small structure of no more than 1,280 square feet. Therefore, this project will not conflict with applicable codes and policies adopted for the purpose of reducing emissions of greenhouse gases and impacts are expected to be less than significant. Mitigation Measure(s): None Required					
VIII. HAZARDS AND HAZARDOUS MATERIALS --Would the project:					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:		Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Responses:

a) - g). Less Than Significant Impact.

The proposed project is unlikely to create a significant hazard to the public or environment through routine transport, storage, and use of hazardous materials. Grading and construction activities may involve the limited transport, storage, use, or disposal of hazardous materials such as tar, remodeling, or demolition debris. However, these activities will be minimal, short-term, or one-time in nature and would be subject to federal, state, and local health and safety requirements. Further, these types of construction related materials are typically not associated with hazardous materials released into the environment resulting in significant impacts. Long-term operation of the proposed project will involve the routine transportation, storage, use or disposal of potentially hazardous materials such as vehicle motor oils and lubricants. However, as stated above the use or disposal of vehicle motor oils and lubricants will be subject to federal, state, and local health and safety requirements and their use will be in quantities associated with a small, 3 bay auto repair facility. Further, as a standard code requirement the Culver City Fire Department will require a Hazardous Materials plan and the project will be subject to periodic inspections to ensure compliance with that plan. At medium to small quantities of use, these automobile related materials are not expected to be involved in significant releases of hazardous materials into the environment.

Both during the construction of the project and during its operational phase, acutely hazardous materials, substances, or waste are not expected to be handled or emitted other than material associated with auto repair facilities which are typically not considered acutely hazardous materials. Further the project site is not located within one-quarter mile of an existing or proposed school.

The project site is on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 but the project is not expected to create a significant hazard to the public or the environment both during the construction and operational phases. The site was a fueling station in the past and the underground storage tanks, associated fuel lines, and fuel islands have been removed from the site. There is active soil remediation on the site and soil remediation activities are under the direction of the California Regional Water Quality Control Board, Los Angeles Region (the Board). Remediation procedures involve the use of various on-site monitoring wells. Soil and water samples from the wells and/or analysis of well samples are periodically submitted to the Board for review. Latest communication between the site's property owner (Thrifty Oil Co.) and the Board indicate that the Board is in

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
concurrence with Thrifty Oil's proposed continuance of remediation procedures. Additionally, a Human Health Risk Assessment (HHRA) was prepared by Stantec Consulting Corporation and completed on March 3, 2009. The HHRA results indicated that people during both the construction and operational phases of the project will not be exposed to unacceptable health risks above indoor or outdoor background from exposure to impacted soil vapor at the site. The HHRA concluded that the current vacant building could be re-used. The proposed project is not located within two miles of any public or private airstrip that would result in a safety hazard for people residing or working in the project area. The nearest airports to the project site are the Los Angeles World Airports administered Los Angeles International Airport (LAX), located approximately 3 miles south of the project site and the Santa Monica Airport, located approximately 2.3 miles northwest of the project site. Therefore, impacts are expected to be less than significant. The proposed project would not involve the permanent modification of the existing street network surrounding the project site and would not interfere with a current emergency response plan or an emergency evacuation plan for local, state or federal agencies. All emergency procedures would be implemented within local, state, and federal guidelines during the construction and operation of the project. During construction temporary closure and/or disruption of streets may be required but impacts to emergency response plans or evacuation plans caused by this temporary disruption will be less than significant because the project will be subject to standard construction staging conditions. Impacts are expected to be less than significant. Mitigation Measure(s): None Required h). – <u>No Impact</u>. The project site and surrounding properties are located in an area with urban uses and the site currently contains a vacant building and a paved surface parking lot. There are no wildlands on the project site or in the immediate vicinity of the site. Furthermore, the proposed project would adhere to applicable fire suppression regulations. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildland fires are adjacent to urbanized areas. No impact would occur. Mitigation Measure(s): None Required				

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Responses:

a). – j). Less Than Significant Impact.

During construction of the proposed project, grading activities have the potential to temporarily increase the amount of suspended solids from surface flows derived from the project site during a concurrent storm event due to sheet erosion of exposed soil. Stormwater runoff and erosion could result in violation of water quality standards and waste discharge requirements. On-site watering activities during grading activities (utilized to reduce airborne dust) also have the potential to contribute marginally to increased sediment loading of surface runoff during dry weather conditions. However, a Standard Urban Stormwater Mitigation Plan (SUSMP) in compliance with the State National Pollution Discharge Elimination System (NPDES) General Construction Permit will be required which addresses stormwater pollution during construction activities. As part of these requirements, Best Management Practices (BMPs) that adequately address the pollutants generated during the post construction phase and that include filtration, infiltration, and retention of rainfall will be required. The implementation of traditional engineering erosion control methods and BMPs which constitute standard conditions of grading permit approval, would effectively control fugitive dust and sediment transport during all construction operations and would control the discharge of sediment into the area's storm drain system. Therefore, potentially significant water quality and waste discharge impacts will be less than significant.

The site is currently 91% covered with an impervious paved parking surface and the remaining 9% is developed with a small 1,280 square foot building. There will be only minor top surface excavation needed for parking lot resurfacing and landscape installation and there will no new building square footage construction. Therefore no groundwater extractions are proposed as part of the project during construction or operation. The project will not deplete groundwater supplies or interfere with groundwater recharge and no significant impacts are expected to occur.

In the vicinity of the project site the concrete lined Sepulveda flood control channel lies approximately 0.36 miles to the west and the concrete lined Ballona Creek flood control channel lies approximately 0.6 miles to the south. These channels will not be altered (as they are concrete lined) by the project. Implementation of the proposed project may result in changes to existing drainage patterns or increases in surface water runoff quantities and project generated surface water runoff would drain into existing storm drains. However prior to building permit issuance a grading and

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
drainage plan will be required to ensure proper surface water runoff from the project site during both the construction and operational phases of the project. As part of this standard requirement a Local Storm Water Pollution Prevention Plan (LSWPP) will be required which when implanted though project construction will ensure surface drainage pattern impacts do not exceed storm drain capacity and are less than significant. The proposed project would be required to implement an LSWPP and SUSMP, which would be implemented during the operational life of the project. The SUSMP requires minimizing runoff and reducing pollutants. Compliance with these requirements would avoid any significant impacts on water quality associated with construction or operation of the proposed project. The project site is not located within a 100-year flood plain. However, the project site is located within the inundation area for the Mulholland and Stone Canyon Dams. These dams are located in the Santa Monica Mountains several miles north of the project. Currently there is no data to demonstrate that the dams are in eminent threat of failure. Should they fail, other government agencies responsible for responding to that failure would be in contact with Culver City first responders to coordinate emergency procedures as appropriate. Failure of the dams and inundation of the project site is an extremely remote possibility. The location within the inundation zone does not pose a significant impact or constraint to development of the site. Inundation by seiche, tsunami, or mudflow is also highly unlikely as the site is not near any inland body of water, is far enough from the Pacific Ocean to make a tsunami threat less than significant, and is located in a relatively flat plane where mudflows would not occur. Mitigation Measure(s): None Required				

X. LAND USE AND PLANNING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | ☐ | ☐ | ☒ | ☐ |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | ☐ | ☐ | ☐ | ☒ |

Responses:

a). - b). Less Than Significant Impact.

The project site is located within an urbanized area, consisting of commercial and residential uses. The proposed use will be similar to the existing gas station across the street to the north and because of the small nature of the project, will have minimal impact on the surrounding residential uses. The use is allowed in the Commercial General (CG) Zone and will be served by existing streets, infrastructure, and the nearby 405 Freeway. The project will not physically divide an established community. The proposed project is located within the City of Culver City's Redevelopment Project Component Area No. 4 and as required by redevelopment law, the land uses designated in the Redevelopment Plan area must be consistent with those identified in the Culver City General Plan Land Use Element. The project's proposed land use is consistent with both the General Plan and the Redevelopment Plan and no General Plan amendment or Redevelopment Plan amendment is required. The site currently has a General Plan Land Use designation of General Corridor and its zoning, Commercial General (CG), is consistent with that Land Use designation. As a currently vacant and blighted property, the proposed project will be consistent with General Plan Land Use objectives that encourage economic development of such blighted areas. The project will be compatible with surrounding residential uses in that it will provide an auto repair resource to the nearby community and through landscape design requirements lessen potential visual impacts. The project as proposed is consistent with the Zoning Code – the height, setbacks, parking, and proposed use is allowed in the CG Zone. Land Use and Planning

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
impacts are expected to be less than significant.				
The portion of the project site that is in the City of Los Angeles comprises 4,500 square feet of the total 15,638 square foot project site. The current Los Angeles City portion includes one of the two existing driveway approaches, a portion of the paved parking surface, a portion of the perimeter landscaping, and a portion of the rear perimeter block wall. The proposed use will not change and will include portions of the surface parking, one of the two driveway approaches, a portion of the perimeter fencing and gates, and a portion of the perimeter landscaping. The Los Angeles City portion has a residential zone and will require approval by the City of Los Angeles Department of City Planning because the uses, although continuing, are not allowed in that residential zone. Once this approval is obtained a use of land permit and plan check from the City of Los Angeles Department of Building and Safety will be required. Once these approvals are obtained the City of Los Angeles Department of Building and Safety will allow the City of Culver City to perform inspections on the Los Angeles portion of the project. The applicant will be required to obtain City of Los Angeles approvals prior to issuance of Culver City permits.				
Mitigation Measure(s): None Required				
c). <u>No Impact.</u>				
There are no applicable habitat conservation plans or natural community conservation plans applicable to the project site or surrounding area. As such, project implementation would not conflict with any habitat conservation plans. Therefore, there would be no impact to any habitat conservation plans or natural community conservation plan applicable to the project.				
Mitigation Measure(s): None Required				
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
Responses:				
a). - b). <u>No Impact.</u>				
The project site and its surrounding area are currently developed with residential and commercial urban uses. No mineral resources have been identified on or within the project site. Therefore, project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state.				
Mitigation Measure(s): None Required				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE --Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
Responses:				
a). - e). <u>Less Than Significant Impact.</u>				
The project site is located in an area consisting of commercial and residential uses and a nearby freeway and is located along a high traffic volume, major boulevard. The surrounding residential areas qualify as noise sensitive land uses and will potentially be exposed to noise generated from on-site construction activities and operation activities. Operational noise levels will result from vehicles entering and leaving the site and from auto repair tools used by mechanics as they work on cars. However, the project will be subject to Zoning Code standards that require all work to be conducted inside the work bays and that the work bays be soundproofed to lessen disturbances to surrounding residential areas. Noise attributed to operational activities is not expected to be significant. Construction noise levels at and near the project site will fluctuate depending on the particular type, number, and duration of use of various pieces of construction equipment. Most construction activity would be located central to the project site and away from sensitive receptors. However, construction equipment would occasionally travel along the boundary of the project site near residential areas. The City of Culver City does not have specific limitation on construction noise levels. Instead, construction noise is regulated by limiting construction activity to the less noise sensitive daytime hours. The Culver City Noise Ordinance (Chapter 9.07, Section 9.07.035) requires construction to be limited to between 8 AM and 8 PM Monday through Friday, 9 AM and 7 PM Saturday, and 10 AM and 7 PM Sunday. Construction activity hours will be further limited by not allowing work beyond 6 PM in order to ensure noise does not significantly impact residential areas. Other standard requirements relating to noise will include: • All construction equipment shall be equipped with mufflers and sound control devices (e.g. intake silencers and noise shrouds) no less effective than those provided on the original equipment and no equipment shall have unmuffled exhaust. • All construction equipment shall be properly maintained to minimize noise emissions. • All equipment servicing shall be performed so as to maintain the greatest distance from sensitive land uses. • Noise Impacts from stationary sources shall be minimized by proper selection of equipment and installation				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>of acoustical shielding.</i> Stationary source equipment shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors. The project site is not located within an airport land use plan boundary and is not located in the vicinity of a public or private airstrip. The nearest airports to the project site are LAX, located approximately 3 miles south of the project site and the Santa Monica Airport, located approximately 2.3 miles northwest of the project site. Therefore, the proposed project would not expose people residing or working in the project area or people visiting the project site to excessive noise levels from airports. Impacts are expected to be less than significant. Mitigation Measure(s): None Required				
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Responses:				
a). - c). <u>No Impact.</u>				
As a small 3 bay auto repair facility, the proposed project is not expected to induce significant population growth and does not include new housing as part of the project. The proposed project, small in scale, is not expected to result in the direct inducement of growth. The proposed project will accommodate existing and potential future increased auto repair service demands in the project area. The proposed project, therefore, accommodates rather than induces growth. The project site is currently vacant and no housing currently exists onsite, therefore no residential uses will be affected by the proposed project. Implementation of the proposed project will not displace residents or homes and no impacts are expected to occur. Mitigation Measure(s): None Required				
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Responses: a-Fire) <u>Less Than Significant Impact.</u> The Culver City Fire Department (CCFD) currently provides fire protection and emergency medical services. The Fire Department maintains three stations and the closest station to the proposed project site is Station No. 2 located at 11252 Washington Boulevard (approximately 0.3 miles from the project site). The estimated response time for Station 2 is three to five minutes. The proposed project involving tenant improvements to an existing building for a small auto repair facility and surface parking will be conducted and operated in accordance with the latest CCFD codes and guidelines for tenant improvements, construction, access, water mains, fire flows and hydrants. In addition, through internal staff review, standard Fire Prevention conditions of approval will be required as deemed appropriate for the project's size. The project's potential impacts to fire protection are expected to be less than significant. Mitigation Measure(s): None Required a-Police) <u>Less Than Significant Impact.</u> The Culver City Police Department (CCPD) provides law enforcement and police protection services within Culver City. The Police Department, located at 4040 Duquesne Avenue, is approximately 1.6 miles from the project site. The Police Department Level of Service is periodically evaluated and staff and equipment is increased or decreased as needs dictate and funding allows. According to the Culver City Police Department, the emergency response time anywhere in the City for a top priority emergency is three minutes or less. Demand for law enforcement services is based on the number of residential units in the City, the amount of non-residential space in the City and the number of individuals who pass through or visit the City. Any increase or decrease in either residential or non-residential uses will have a corresponding proportional impact on the demand for police protection services. For this project, during construction, the project site will be secured (as are all construction sites in the City) throughout the course of construction activities as necessary to ensure the safety of the public. Additional security measures that will be provided during operation of the proposed project include security lighting, perimeter wrought iron fencing, and an alarm system. With these basic security systems for a relatively small commercial operation, impacts to Police services are expected to be less than significant. Mitigation Measure(s): None Required a-Schools) <u>Less Than Significant Impact.</u> The Culver Unified School District (CCUSD) serves grades kindergarten through 12 and operates the Culver City Adult School. Since no residential land uses are proposed as part of the project, school services will not be directly affected by the proposed project. Employment opportunities generated by the proposed project will have the potential to generate a small number of students in the CCUSD if new employees choose to relocate to Culver City. However the operations of the relatively small auto repair facility are not expected to require a large number of employees. The CCUSD, in accordance with California Government Code Sections 53080 and 65995, collects statutory developer fees as a condition of the issuance of building permits. Payment of these fees by the applicant, in accordance with State law, will offset impacts to school services. Therefore, impacts are expected to be less than significant. Mitigation Measure(s): None Required a-Parks and Other Public Facilities) <u>Less Than Significant Impact.</u> The City's Open Space Element indicates that the City of Culver City has 90.07 net acres of park land divided among 19 sites developed as parks, parkettes, and special facilities. In addition, there is the 101-acre Ballona Creek Flood Control Channel that contains bike and pedestrian paths. School playgrounds, although not designated, can function as outdoor recreation space to the extent available for public use. Based on the City's established park standard of 3 acres per 1,000 population, the City as of the 1996 Open Space Element had a 27 acre deficit in public park lands.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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The proposed project involves tenant improvements to an existing 1,280 square foot building for a new 3 bay auto repair facility. This proposed project is not expected to generate a high number of new employees. The introduction of an expected small number of new employees may potentially affect the provision of park services since these employees may use the City's parks. It is more likely that if new employees use the parks, they will do so after work; the nearest parks, Telefson Park and Veteran's Park, are approximately 0.8 miles from the site and are not within walking distance during day time breaks. Due to the expected small number of new employees that may use the parks and the distance of the nearest parks to the project site, potential impacts to parks are expected to be less than significant. Overall, impacts to public services are considered to be less than significant.

Mitigation Measure(s): None Required

XV. RECREATION --

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | ☐ | ☐ | ☒ | ☐ |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | ☐ | ☐ | ☒ | ☐ |

Responses:

a). – b). Less Than Significant Impact.

As stated in Evaluation of Environmental Impacts – Public Facilities XIV – above, the proposed project involves tenant improvements to an existing 1,280 square foot building for a new 3 bay auto repair facility. This proposed project is not expected to generate a high number of new employees. The introduction of an expected small number of new employees will most likely not generate a significant number of park users. Therefore the project is not expected increase the use of existing neighborhood and regional parks and recreational facilities and substantial physical deterioration of park facilities is not expected to occur. As an auto repair facility the project will not include recreational facilities or require the construction or expansion of recreational facilities. Impacts recreation facilities are not expected to be significant.

Mitigation Measure(s): None Required

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulating system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | ☐ | ☐ | ☒ | ☐ |
| b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | ☐ | ☐ | ☒ | ☐ |

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Responses:

a). – f). Less Than Significant Impact.

Calculations of potential trip generation for the project based on the ITE Trip Generation Manual Table 942 (Automotive Care Center) indicate that the AM peak hour trips generated by the project are not expected to exceed 4; the PM peak hour trips generated by the project are not expected to exceed 5. These potential trips are below the 50 trip in the AM or PM peak hour threshold for requiring a traffic study. As a small 3 bay auto repair facility not generating significant amounts of traffic, the proposed project is not expected to conflict with the performance of the surrounding circulating system consisting of Sawtelle and Culver Boulevards and the 405 Freeway. With the small amount of vehicles entering and exiting the site on a daily basis conflicts with mass transit along Culver Boulevard and non-motorized travel along Culver and Sawtelle Boulevards is expected to be minimal. Non-motorized traffic also has the advantage of a Class 1 Bicycle Path along Culver Boulevard that further reduces potential conflicts with vehicles accessing the project site. The project site has two driveway approaches, one off of Culver Boulevard and one off of Sawtelle Boulevard. With these access options and the small amount of expected traffic, conflicts with the intersection of Culver and Sawtelle Boulevards are expected to be minimal. Although freeway entrances and exits are in the vicinity of the project site, there are no points of freeway egress and ingress adjacent to the project site.

The relatively small project with low generating traffic is below thresholds for impacting the City's congestion management program. Local street level of service standards are not expected to be impacted significantly given that AM peak hour trips are not expected to exceed 4 and PM peak hour trips are not expected to exceed 5. The two nearest airports to the project site are LAX, located approximately 3 miles south of the project site, and the Santa Monica Airport, located approximately 2.3 miles northwest of the project site. As a small auto repair facility serving local communities that does not involve new square footage expansion the proposed projects is not expected to change air traffic patterns or increase air traffic levels. Safety risks associated with a change in air traffic patterns is not expected to be significant.

The project is adequately served by two driveway approaches, one off of Sawtelle Boulevard and one off of Culver Boulevard. During internal review of the project, no potential hazards due to street design features were identified and the intersection of Sawtelle and Culver Boulevards is designed at a near 90 degree cross intersection, absent of dangerous design features. Due to the proximity of the driveway approaches to the intersection of Sawtelle and Culver Boulevards, a condition of the project will require right turn only exiting from both driveway approaches. Additionally with adequate street infrastructure design and existing police and fire service in the vicinity of the project site as stated in the Public Services section above, the project is not expected to significantly impact emergency access. During construction, construction activity will occur on-site and should staging or construction in the public right-of-way be requested and granted, Public Works staff will require safety measures that limit impacts to the general public and emergency access along the public right-of-way.

There are a number public transportation bus lines provided by Metro and the Culver City Bus System that run near the project area including Culver City Bus Line No. 7 which does not have a stop next to the project site. As a relatively small project that does not abut Culver City Bus stop and that is expected to produce at most 5 vehicle trips in PM peak hour, it is not expected to significantly impact public transportation. The 10 foot wide Culver Boulevard

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
fronting sidewalk and the 8 foot wide Sawtelle Boulevard fronting sidewalk are of sufficient width for a commercial street and adequately serve pedestrians. With the small number of expected vehicle trips, conflicts with pedestrian crossing the driveway approaches along the sidewalks are expected to be less than significant. Further, bicyclists along Culver Boulevard can take advantage of the Culver Boulevard Class 1 Bicycle Path which is completed separated from vehicle travel lanes. Overall transportation and traffic related impacts are expected to be less than significant. Mitigation Measure(s): None Required				
XVII. UTILITIES AND SERVICE SYSTEMS --Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
Responses:				
a). – g). <u>Less Than Significant Impact.</u>				
With regard to <i>Wastewater</i>, Culver City maintains its own sewage collection facilities within the City limits and contracts with the City of Los Angeles for treatment and disposal services. Treatment occurs at the Hyperion Treatment Plant, located southwest of the City in Playa del Ray. In 1998, the Hyperion Treatment Plant expanded its dry weather capacity to 450 million gallons daily (mgd) and increased secondary treatment to 100 percent of flows. Both the Donald C. Tillman Water Reclamation Plant, in the Sepulveda Basin, and the Los Angeles/Glendale Water Reclamation Plant, in the City of Glendale, alleviates hydraulic pressure to the Hyperion Plant. Recent expansion of the Tillman plant is anticipated to further relieve the need for new sewage treatment capacity beyond currently planned improvements. Taking into account the facilities described above, this small project that will not involve new construction and will consist of a 1,280 square foot, 3 bay auto repair facility is not expected to exceed wastewater treatment requirements or require the construction of new wastewater treatment facilities or expansion of existing facilities.				
With regard to <i>Water</i>, most of Culver City (including the project site) receives water service from Golden State Water Company (GSWC) which depends on the Metropolitan Water District for its supply with some well water augmentation from the Charnock Well. MWD derives its water supply from the Colorado River and the State Water				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Project (SWP). GSWC brings water to Culver City via three connections to the MWD supply line. The GSWC conveyance system within the City consists of approximately 475,000 linear feet of cast iron, uncoated steel and concrete pipes of 4-inch, 6-inch, 8-inch and 12-inch diameters. At the time of the 1995 General Plan update, it was estimated that 60 percent of the system needed to be replaced, and the then named Southern California Water Company committed to replace 7,000 feet of pipe per year. Review of the project by both the CCFD and GSWC did not result in any special conditions requiring the construction of new water facilities or expansion of the existing facilities noted above. As a relatively small operation that will take advantage of the existing building including the existing restroom, the only significant increase in water usage will come from the new landscaping. However this additional water need will not result in the need for new or upgraded water facilities other than the potential for new on-site laterals to replace existing laterals. The proposed project is not expected to substantially increase storm water runoff in the project area. The proposed project involves tenant improvement to an existing structure, parking lot resurfacing, and new landscaping. Because the project site is currently paved the proposed project will not increase the area of impervious surfaces but new landscaping with landscape curbing will alter the existing drainage patterns. As a standard requirement the project will require a SUSMP and LSWPP and the construction of new storm water drainage facilities or expansion of existing facilities will not be required. Existing storm drains can adequately serve the proposed project. As discussed above, the existing water supply infrastructure is anticipated to have adequate capacity to serve the proposed project site without new or expanded entitlements and the proposed project would not exceed the capacity of wastewater treatment infrastructure or facilities. Sewage flows resulting from the proposed project are not anticipated to exceed the capacity of existing wastewater infrastructure. Construction of the proposed project will result in debris such as old asphalt, dead plant material, and some portions of the existing structure which will remain. Excavated asphalt and other debris will be primarily inert and will not create significant impacts at receiving landfills. Since the daily permitted capacity for inert materials at local landfills is not limited, the depositing of asphalt materials from the project's relatively small lot at local landfills should be able to be accommodated. However, a standard condition of approval for all discretionary projects requires that during construction, inert materials, such as soil, asphalt, concrete, and other recyclable materials, be recycled or re-used on-site to the greatest extent practicable. This implementation of recycling, composting of landscape vegetation, or other waste diversion programs once the project becomes operational can incrementally reduce the capacity of countywide landfills. Because solid waste would be disposed of at any one of several landfills within the county and outside of Los Angeles County, it is not possible to determine the impact of the proposed project on a specific landfill. At worst-case, all waste generated by the project (once operational) is assumed to be deposited at a single landfill, thereby reducing the capacity of that specific landfill. According to current regulations, including the County of Los Angeles Solid Waste Management Action Plan and the California Integrated Waste Management Board Model Ordinance, new development projects are required to participate in existing countywide programs and to implement site-specific source reduction, recycling, and reuse programs. The proposed project will be required to reduce the total estimated waste output through reuse in accordance with the Integrated Waste Management Act AB 939. The following project will be subject to the following standard requirement in order to implement AB 939: <i>Prior to issuance of city permits, a solid waste management plan shall be developed for both the construction phase and operational phase. This plan shall be reviewed and approved by the City of Culver City Public Works Department and shall identify methods to promote recycling and reuse of materials, as well as safe disposal of solid waste; further, space shall be allocated on the project site for collection and storage of recyclable materials.</i> Overall impacts to Utilities and Service Systems are expected to less than significant. Mitigation Measure(s): None Required.				

EVALUATION OF ENVIRONMENTAL IMPACTS:	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ('Cumulatively considerable' means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
Responses: a). - c). <u>Less Than Significant Impact.</u> Based on the analysis contained in this Initial Study, the project site does not contain any threatened or endangered species, sensitive habitats, or cultural or historical resources. Therefore, the project does not have the potential to degrade the environment in this regard and it is determined that potential significant impacts to any plant or animal wildlife species will be less than significant. The Initial Study did not identify areas where the proposed project may have potentially significant impacts nor were there any impacts found that could be cumulatively potentially significant and no mitigations were identified. Cumulative impacts are expected to be less than significant. Based on the analysis contained in this Initial Study, the project will not result in environmental impacts from construction and operation of the project, which could cause adverse impacts on human beings, either directly or indirectly. Standard conditions will be imposed on the project thereby further reducing potential impacts to less than significant. Mitigation Measure(s): None Required.				

XVIII. EARLIER ANALYSES:
 N/A

1 RESOLUTION NO. 2011-P001

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
4 CULVER CITY, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT,
5 CUP P-2010161 TO ALLOW THE OPERATION OF A 1,280 SQUARE FOOT
6 VEHICLE REPAIR SHOP AT 11304 CULVER BOULEVARD IN THE
7 COMMERCIAL GENERAL (CG) ZONE.

8 (Conditional Use Permit, CUP P2010161)

9 WHEREAS, on September 21, 2010, the Fiedler Group (Applicant) on behalf of
10 British Petroleum West Coast Products, LLC (Property Owner), filed a Conditional Use Permit
11 (CUP) application to allow a proposed 1,280 square foot vehicle repair shop at 11304 Culver
12 Boulevard (the "Project"), located in the City of Culver City, County of Los Angeles, State of
13 California; and,

14 WHEREAS, in order to implement the Project, approval of the following land
15 use permit application is required:

16 Conditional Use Permit, CUP P-2010161: To ensure the Project complies with all
17 required standards and City ordinances and establish all onsite and offsite conditions of
18 approval to reflect the use features and compatibility of the proposed project with the
19 uses on adjoining properties; and,

20 WHEREAS, on January 12, 2011, after conducting a duly noticed public hearing
21 on the subject application, including full consideration of the plans, staff report, environmental
22 information and all testimony presented, the Planning Commission (i) by a vote of __ to __,
23 adopted a Negative Declaration, in accordance with the California Environmental Quality Act
24 (CEQA), finding the Project will not result in significant adverse environmental impacts; and
25 (ii) by a vote of __ to __, conditionally approved Conditional Use Permit, CUP P-2010161 as
26 set forth herein below.
27

28 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF
29 CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City Municipal Code (CCMC), as outlined in CCMC Title 17, Section 17.530.020, the following findings for a Conditional Use Permit are hereby made:

A. The proposed use is allowed within the subject zoning district with the approval of an Administrative Use Permit or Conditional Use Permit and complies with all other applicable provisions of this Title and the CCMC.

Pursuant to CCMC Section 17.220.015, Table 2-5, the proposed use, a vehicle repair shop, is allowed in the Commercial General (CG) Zone with approval of a Conditional Use Permit. Further the proposed use as conditioned will comply with all applicable provisions of Title 17 of the CCMC and other applicable provisions of the Municipal Code. The project complies with all height, setback, parking, and landscaping requirements as stipulated in Title 17 (Zoning) of the CCMC.

B. The proposed use is consistent with the General Plan and any applicable Specific Plan.

The proposed use, a vehicle repair shop, will convert an existing vacant building (former gas station) and blighted lot into an economically functioning business thereby implementing *Objective 6. Commercial Corridors* of the General Plan Land Use Element which call for the revitalization of the physical character and economic well being of the City's commercial corridors. As a new vehicle repair shop located on a currently vacant, blighted property near residential and commercial uses the project, once in operation will expand Culver City's economic base, serving the needs of the City's residential and business community as well as the wider community, as called for in *Objective 5. Economic Diversity* of the General Plan Land Use Element. There is no Specific Plan designated for this area.

C. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity of the subject site.

The project site is surrounded by single family and multi-family residential uses and some commercial uses; fronts Culver Boulevard, a designated secondary highway; and is located near the 405 Freeway. The proposed vehicle repair shop will be similar in scale, massing, and usage to the former gas station and repair shop that previously occupied the site. The project is compatible with commercial uses to the north across Culver Boulevard and the 405 Freeway across Sawtelle Boulevard to the east. Residential uses abut the project to the south and west. An alley to the south and the installation of landscaping and a perimeter block wall along the south and west property lines will help to reduce visual impacts to the nearby residences making the project more compatible to surrounding uses. The project's building materials in combination with the street fronting landscaping and wrought iron fencing will make the currently vacant site more compatible with the surrounding uses by providing a more positive aesthetic visual as compared to

the site's current blighted look. The site will not generate noise levels that are incompatible with surrounding areas because the structure housing the work bays will be located to the center and rear of the site far enough from residential uses to create a noise impact and will further be buffered by the structure's walls, perimeter wall and landscaping, and existing ambient traffic noise.

The relatively small, low traffic generating use will not interfere with adjacent residential uses. Fitting within the urban fabric of the intersection of Culver and Sawtelle Boulevards along with its proximity to the 405 Freeway, the use will be compatible with future nearby land uses that are located on lots of similar size. Any new developments on nearby sites will most likely require landscaping and façade improvements or similar architectural review that will most likely result in uses and designs compatible with the proposed project.

D. The subject site is physically suitable for the type and intensity of use being proposed, including access, compatibility with adjoining land uses, shape, size, provision of utilities, and the absence of physical constraints.

The project site totals 15,638 square feet in area fronting Culver Boulevard and is served by 2 driveway approaches, one off of east bound Culver Boulevard and the other off of south bound Sawtelle Boulevard. The project provides the code required onsite circulation, parking, setbacks and landscaping. The 1,280 square foot structure on the site will only accommodate 3 work bays and a 350 square foot office/sales area limiting the amount of cars that can be serviced at any one time. The size of the site is more than adequate to accommodate this small use and the two driveways which will be upgraded to high speed approaches, along with 18 parking spaces, 8 of which are extra spaces, will provide sufficient site accessibility and parking for the use. Suitable internal circulation will be provided with code compliant driveway aisle widths so as to diminish potential queuing impacts onto public right-of-ways.

As a small scale operation, the use will not generate high traffic volumes and access and internal circulation as noted above will ensure ease of vehicle flow diminishing traffic impacts to local residential areas. Provisions of utilities as determined by staff during the internal review period of this project can adequately be provided to the site without creating visual impacts that are incompatible with the surrounding uses. Any new power lines that may be required will be placed underground. As a relatively flat lot with two driveway approaches and a small building with excess on-site parking, there are no physical constraints that would render the site physically unsuitable for the proposed use.

E. The establishment, maintenance or operation of the proposed use will not be detrimental to the public interest, health, safety, or general welfare, or injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located.

Compliance with City development standards and the conditions of approval will ensure that the proposed operation will not be detrimental to the public interest, health, safety, or

1 general welfare, or injurious to persons, property, or improvements in the vicinity and
2 zoning district in which the property is located. As a low traffic generating, small scale
3 use, the project is not expected to impact the surrounding area to a degree that would be
4 detrimental to the public interest, health, safety, or general welfare.

5 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
6 Commission of the City of Culver City, California, hereby approves Conditional Use Permit,
7 CUP P-2010161, subject to the conditions of approval set forth in Exhibit A attached hereto
8 and incorporated herein by this reference.

9 APPROVED and ADOPTED this 12th day of January, 2011.

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LINDA SMITH FROST, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

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Yvonne Hunt, Administrative Secretary

EXHIBIT A
RESOLUTION NO. 2011-P001
Conditional Use Permit CUP P2010161

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	This land use permit is for the operation of a 1,280 square foot vehicle repair shop for the property located at 11304 Culver Boulevard).	All	Standard	
2.	A copy of this Resolution and Conditions of Approval shall be printed on the plans submitted as part of any building permit application for the project approved pursuant to this Resolution.	Planning	Standard	
3.	The building permit application shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (CCMC) and all Conditions of Approval of this land use permit as contained herein.	Planning	Standard	
4.	Pursuant to CCMC Section 17.595.030- "Time Limits and Extensions" this land use permit shall expire one year from the date of final approval if the use has not been exercised. A time extension may be granted, as provided in Section 17.595.030, if a written request is submitted to the Planning Division prior to expiration.	Planning	Standard	
5.	The project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
6.	All planted areas shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	
7.	The parking areas shall be developed pursuant to CCMC Chapter 17.320, "Off-Street Parking and Loading".	Planning	Standard	
8.	Signs proposed for the project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs shall require a separate permit and approval.	Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P001
Conditional Use Permit CUP P2010161

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
9.	All City-required permits and licenses prerequisite to the implementation of the development project and/or use approved as part of this land use permit shall be applied for and obtained separately.	All	Standard	
10.	All work within the public right-of-way shall be designed to the satisfaction of the City Engineer (including but not limited to curb, gutter, sidewalk, and driveways).	Public Works	Standard	
11.	Street trees shall be installed, to the satisfaction of the City Engineer, per the City's approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan. The property owner shall maintain all street trees at his/her sole cost and expense.	Public Works	Standard	
12.	Drainage devices, concrete curb and gutter, sidewalk, drive approach, and roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.	Public Works	Standard	
13.	At the sole cost and expense of the property owner, any broken or damaged curb, gutter, sidewalk, and street pavement shall be repaired along the street frontage of the proposed development and shall be reconstructed per APWA Standards.	Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P001
Conditional Use Permit CUP P2010161

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
14.	Trash enclosures shall be provided with a minimum inside dimension of 10' x 12'. A minimum eight feet wide clear opening with gate, and a six inch high by six inch wide concrete curb along the inside perimeter wall shall be provided. The enclosure shall also have a minimum six inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler(s) system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the complex shall be stored on-site in the trash enclosures.	Public Works/ Fire	Standard	
15.	All project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
16.	All buildings and structures shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and related codes; and all applicable Culver City codes which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
17.	Any new utilities shall be placed underground or shall be enclosed within the building construction; no new overhead utilities shall be permitted.	Building	Standard	
18.	The project shall comply with the Culver City Green Building Program and Requirements as outlined in CCMC Section 15.02.1100.	Building	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P001
Conditional Use Permit CUP P2010161

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
19.	The project shall comply with the Culver City Solar Photovoltaic Requirements as outlined in CCMC Section 15.02.1005.	Building	Standard	
20.	The project shall comply with all standards pursuant to CCMC Section 17.400.125, "Vehicle Repair Shops".	Planning	Special	
Prior to Building Permit Issuance				
21.	Prior to the issuance of a building permit for the project approved by this land use permit, a covenant and agreement, on a form provided by the Planning Division as approved by the City Attorney's office, acknowledging and agreeing to comply with all terms and conditions established herein shall be recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	
22.	Prior to the issuance of a building permit for the project approved by this land use permit, the applicant and property owner shall indemnify, defend (at the applicant's and property owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument acceptable to the City Attorney and signed by the applicant and property owner.	City Attorney	Standard	

EXHIBIT A
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Conditional Use Permit CUP P2010161

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
23.	Prior to issuance of a building permit for the project approved by this land use permit, a minimum of three (3) sets of final landscaping and irrigation plans separate from the plans submitted for the building permit shall be submitted to the Planning Division for review and approval.	Planning/ Parks and Rec.	Standard	
24.	Payment of New Development Impact Fees pursuant to CCMC Title 15 shall be submitted prior to issuance of a building permit.	Planning/ Building	Standard	
25.	Prior to issuance of a building permit, a Construction Management Plan prepared by the construction contractor, which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, shall be submitted to the Building Division and accepted by the Building Official.	Building	Standard	
26.	Prior to issuance of a building or demolition permit, a Pedestrian Protection Plan shall be submitted to and approved by the Building Official. Such plan shall identify all areas of pedestrian protection and indicate the method of pedestrian protection or pedestrian diversion when required. When pedestrian diversion is required, the Pedestrian Protection Plan must be approved by the Public Works Director.	Building/ Public Works	Standard	
27.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether a special inspection was performed on such work or otherwise.	Building	Standard	

EXHIBIT A
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Conditional Use Permit CUP P2010161

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
28.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City's Public Works Department and Planning Division for review and approval by the City Engineer and Planning Manager prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The Construction Traffic Management Plan shall contain but not be limited to the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Project Site, and maps showing access to and within the Project Site and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.	Planning/ Public Works	Standard	

EXHIBIT A
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
29.	All reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a Demolition Permit. The plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials.	Building	Standard	
30.	A vector/pest control abatement plan prepared by a pest control specialist licensed and/or certified by the State of California shall be submitted to and approved by the Planning Manager and Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition/construction activity in order to ensure any and all pests [including, but not limited to, rodents, bees, ants and mosquitoes] that may populate the subject property do not relocate to or impact adjoining properties.	Building	Standard	
31.	Prior to issuance of a building permit, notice of the project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	
32.	All applicable City of Los Angeles permits and/or approvals shall be obtained and submitted to the Planning Division prior to issuance of a building permit.	Planning	Special	

EXHIBIT A
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
During Construction				
33.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the applicant, property owner, construction contractor(s), and City, shall be posted at the project site in a location that is visible to the public. These names and telephone numbers of the applicant, property owner, construction contractor(s), and City shall be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
34.	The construction site shall be maintained daily so that it is free of trash and litter.	Building	Standard	
35.	During construction, dust shall be controlled by regular watering or other methods as determined by the City inspector.	Building	Standard	
36.	The Building Safety Division may apply administrative assessments and/ or post general stop work notices for any violations of the conditions of approval for the project, any violations of the CCMC, or any violations of adopted codes and standards.	Building	Standard	
37.	During all phases of construction, best efforts shall be used to ensure that all construction workers and contractors park onsite or at designated offsite locations approved by the City and not in the surrounding neighborhood.	Building	Standard	
38.	Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
39.	Hours of construction shall be limited to the following: 8:00 AM to 6:00 PM Monday through Friday; 9:00 AM to 6:00 PM on Saturday; and 10:00 AM to 6:00 PM on Sundays and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard	
40.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building	Standard	
41.	During all phases of construction and once the development becomes operational, all graffiti shall be removed within 48 hours of its application.	Building/ Planning	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
42.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the CCMC Noise Regulations and Standards; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.	Building/ Planning	Standard	
43.	In the event three nuisance-related citations are issued in connection with the project construction, project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, the project nuisance conditions have been eliminated or corrected.	Building/ Planning	Standard	

EXHIBIT A
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
44.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Project Site.	Building/ Public Works	Standard	
45.	During construction, trucks and vehicles in loading and unloading queues will be parked with their engines off, when not in use, to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.	Building	Standard	
46.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent businesses. Off-site staging locations shall be approved by the City Engineer and be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the site. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	
47.	The construction contractor shall advise the Public Works inspector of the construction schedule and shall meet with the inspector prior to commencement of work.	Public Works	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P001
Conditional Use Permit CUP P2010161

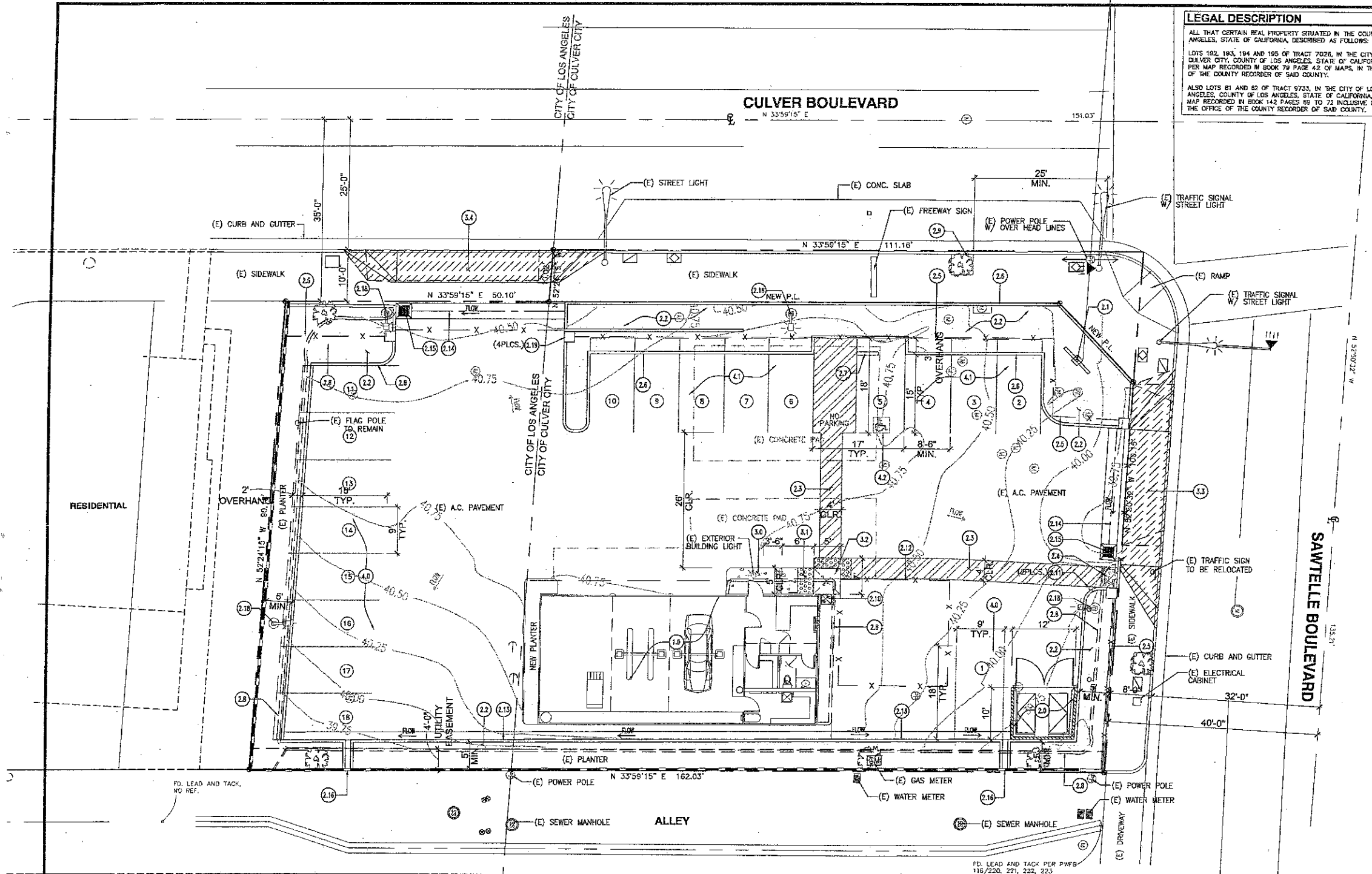
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
Prior to Certificate of Occupancy or Final Inspection				
48.	All terms and conditions of this land use permit approval and all CCMC requirements and applicable written comments as provided by all concerned City departments at the Project Review Committee meeting on <u>October 14, 2010</u> as part of the Discretionary Application Review of the subject land use permit application shall be fulfilled to the satisfaction of all concerned City departments before the use may be established or the project occupied.	All	Standard	
49.	The City's Art in Public Places requirements shall be fulfilled prior to the issuance of any certificate of occupancy or payment of the public art in-lieu fee shall be submitted prior to the issuance of a building permit.	Cultural Affairs	Standard	
50.	The Building Official shall ensure all applicable onsite and offsite improvements and conditions of approval have been completed pertaining to the certificate of occupancy. The completed improvements and conditions required for issuance of any certificate of occupancy shall be determined by the Building Official, Fire Marshal, Planning Manager and City Engineer. Prior to issuance of any certificate of occupancy the following shall be provided to and accepted by the City: A. Five (5) Full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.	All	Standard	

EXHIBIT A
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
51.	A covenant tying all lots of the project site shall be required prior to building permit issuance.	Planning	Special	
52.	Both driveway approaches shall be restricted to right turn only movements upon exiting the site and signs with wording approved by the Engineering Division shall be posted at both driveway exists.	Planning/ Public Works	Special	
53.	A pre-fire plan shall be submitted to the Culver City Fire Department for review and approval prior to final inspection.	Fire	Special	
54.	One (1) new Canary Island Pine (Pinus Canariensis) shall be planted along Culver Boulevard. The new street tree shall be planted with a tree well per APWA Standards and irrigated to the satisfaction of the City's Street Tree Maintenance Supervisor. The new street tree shall not be planted within 25 feet of the beginning of curb return intersecting Sawtelle Boulevard with Washington Blvd. A separate Landscape Plan for the proposed street tree shall be submitted directly to the Engineering Division for review, approval, and permitting.	Public Works	Special	
On-Going				
55.	The use and development of the subject property shall be in substantial conformance with the plans and materials submitted with the land use permit application as reviewed by the Planning Commission at its meeting on <u>January 12, 2011</u> and as approved by this Resolution, excepted as modified by the Conditions of Approval contained herein.	Planning	Standard	
56.	Pursuant to CCMC Section 17.650.020 - "Inspection", the owner or applicant shall allow authorized City officials, or their designees, access to the property where there is reasonable cause to believe the owner or applicant is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	

EXHIBIT A
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
57.	Changes to the development project or use approved as part of this land use permit shall be subject to provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	
58.	The use and development of the property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Safety Division, Fire Department, Planning Division and Public Works Department requirements., and it shall comply with all applicable code requirements and comments as determined during the City’s building permit plan check review process as defined in the City’s Building Code. Failure to comply with said conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem necessary and appropriate to bring about compliance.	All	Standard	
59.	The hours of operation for the vehicle repair shop shall be limited to 7 AM to 7 PM daily.	Planning	Special	
60.	Active soil and groundwater remediation shall continue on the site as determined by the California Regional Water Quality Control Board, Los Angeles Region.	Planning	Special	



LEGAL DESCRIPTION
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
LOTS 182, 183, 184 AND 185 OF TRACT 7026, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79 PAGE 42 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
ALSO LOTS 81 AND 82 OF TRACT 9733, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 142 PAGES 59 TO 72 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

VICINITY MAP

AREA MAP

RECEIVED
NOV 09 2010
Culver City Planning Division



SP WEST COAST PRODUCTS, LLC
GENERAL MANAGER, AGENT FOR BP/ARCO



•Architecture
•Engineering
•Planning
•Project Management
2322 West Third Street
Los Angeles, CA
90057-1906
Phone: (213) 361-7891
Fax: (213) 361-1517
fiedlergroup.com

- CONSTRUCTION NOTES**
- SITE SCOPE OF WORK**
- (10) NEW HOIST SYSTEM
 - (16) NEW TRASH ENCLOSURE (10'-0"x12'-0")
 - (21) NEW MONUMENT SIGN
 - (22) NEW LANDSCAPE
 - (23) NEW ADA PATH OF TRAVEL
 - (24) NEW TRUNCATED DOME
 - (25) NEW APACHE FENCE
 - (26) NEW PLANTER CURB
 - (27) NEW CONC. WHEEL STOP
 - (28) (E) PLANTER CURB TO BE REMOVED
 - (29) NEW TREE WELL
- SITE WORKS**
- (210) (E) AIR/WATER UNIT TO BE REMOVED
 - (211) (E) GUARD POST TO BE REMOVED
 - (212) (E) REMEDIATION COMPOUND TO REMAIN
 - (213) NEW CONC. CURB & GUTTER
 - (214) NEW CONC. SWALE
 - (215) NEW CATCH BASIN
 - (216) NEW 4"x12" SCUPPER
 - (217) NOT USED
 - (218) NEW YARD LIGHT
 - (219) NEW 2"x2" FENCE PILESTER
- CONCRETE & ASPHALTIC PAVING**
- (30) NEW CONCRETE WALKWAY
 - (31) NEW CONCRETE ACCESS RAMP
 - (32) NEW LEVEL CONCRETE LANDING
 - (33) (E) DRIVE APPROACH TO BE REMOVED AND INSTALL NEW HIGH SPEED APPROACH W/ H.C. ACCESS
 - (34) RECONSTRUCT (E) DRIVE APPROACH PER CITY STANDARD
- PARKING**
- (40) NEW 8'-0"x18'-0" PARKING SPACE
 - (41) NEW 8'-0"x18'-0" PARKING SPACE
 - (42) NEW 17'-0"x18'-0" HANDICAP PARKING SPACE

SITE INFORMATION

AREA OF PROPERTY		AREA
GROSS AREA		15,836 SQ. FT.
UNBUILDABLE AREA		- SQ. FT.
DEDICATIONS, EASEMENTS, RIGHT OF WAY		1,171 SQ. FT.
NET BUILDABLE AREA		14,667 SQ. FT.
ZONING		ZONE
EXISTING		CG
PROPOSED		CG
ASSESSORS PARCEL NUMBER		4217-012-029,001

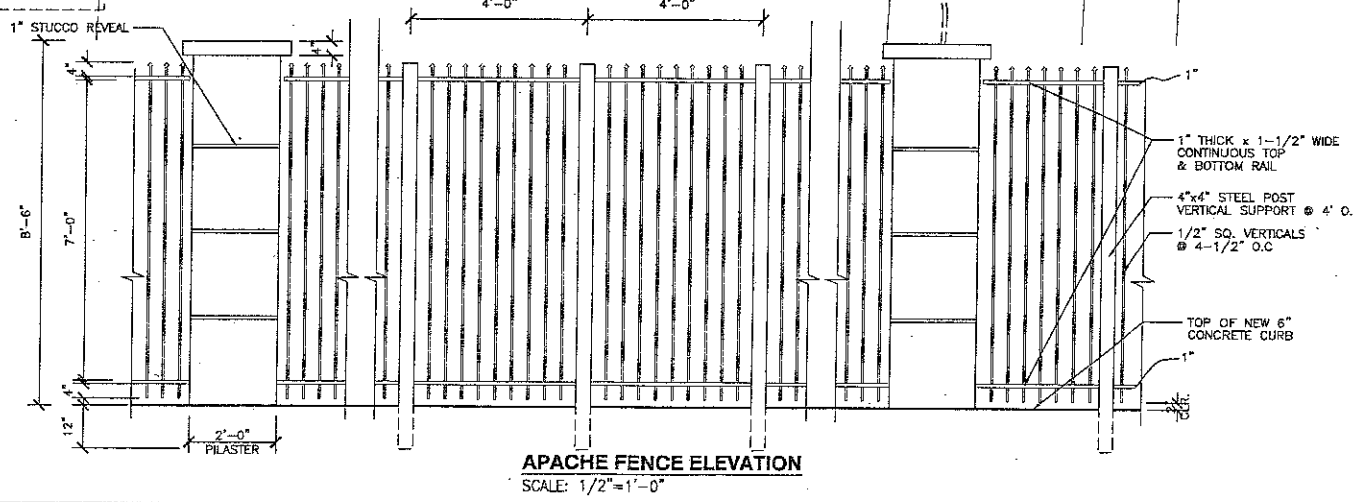
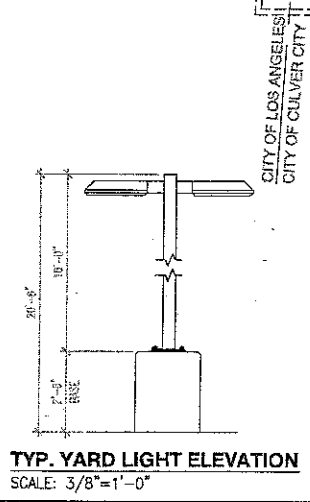
DESCRIPTION	PERCENT	AREA
LANDSCAPE PROVIDED (ON-SITE)	18.1 %	2,625 SQ. FT.
EXISTING LANDSCAPE	8.8 %	950 SQ. FT.
NEW LANDSCAPE	11.5 %	1,675 SQ. FT.

DESCRIPTION	SIZE	OCCUPANCY	CONS. TYPE	AREA
BUILDING	24'-0"x32'-3"	S-S	VAN	1,280 SQ. FT.
TOTAL BUILDING AREA:				1,280 SQ. FT.
% OF LOT COVERAGE (EXCLUDING CANOPY)				8.65 %
BUILDING AREA				1,280 SQ. FT.
NET BUILDING AREA				14,667 SQ. FT.

DESCRIPTION (REQUIRED PARKING)	RATIO	REQD. #
LUBE BAY SERVICE	3 PER BAY	9 SPACE(S)
BUILDING SALES AREA	1 PER 350 SQ. FT.	1 SPACE(S)
TOTAL PARKING SPACES REQUIRED:		10 SPACE(S)

DESCRIPTION (PROVIDED PARKING)	SIZE	PROVIDED
STANDARD SPACE(S)	8'-0" x 18'-0"	9
STANDARD SPACE(S)	8'-0" x 18'-0"	8
HANDICAP SPACE(S)	17'-0" x 18'-0"	1
TOTAL PARKING SPACES PROVIDED:		16 SPACE(S)

- FIRE DEPARTMENT NOTES:**
- MEET ALL REQUIREMENTS OF THE 2007 CA FIRE AND BUILDING CODES.
 - MEET ALL REQUIREMENTS OF COMC 9.02.
 - MEET SPECIFIC REQUIREMENTS OF 2007 CA FIRE CODE CHAPTERS 21 "REPAIR GARAGE" AND 28 "WELDING AND HOT WORK".
 - PROVIDE A HAZARDOUS MATERIAL DISCLOSURE PACKAGE TP CCFD PRIOR TO OCCUPANCY.
 - PROVIDE A PLAN FOR STORAGE OF PARTS, SOLVENTS, CLEANING MATERIALS, DISPOSAL OF STORAGE OF USED CLEANING RAGS, HOUSE KEEPING FOR SLIP FREE WORK AREA.
 - PROVIDE A PLAN FOR STORAGE OF VEHICLES BEING WORKED ON AND WAITING FOR PARTS TO PROVIDE UNOBSTRUCTED ACCESS TO THE GARAGE BUILDING AND SERVICE REPAIR AREAS.
 - PROVIDE A KNOX BOX FOR ACCESS TO THE STRUCTURE WITH 3 SETS OF MASTER KEYS AND ANY ADDITIONAL KEYS REQUIRED FOR PADLOCKS AND SECURE AREAS.
 - PROVIDE DATA ON ENVIRONMENTAL ACCEPTANCE BY LA COUNTY HEALTH HAZARDOUS MATERIAL FOR SOIL REMEDIATION.



DEVELOPMENT INFORMATION:

EXISTING ARCO FACILITY

SITE ADDRESS:
11304 CULVER BLVD.
@ SAWTELLE BLVD.
CULVER CITY, CA 90230

FAC#09643

DESIGNED BY: ALANNE ZAKA
DRAWN BY: POF
CHECKED BY: HVT
DATE: 01/15/10
PROJECT NO: 13179

SITE PLAN

C1



ALLIANCE MANAGER, AGENT FOR BP/ARCO:

fiedlergroup

- Architecture
- Engineering
- Planning
- Project Management

2322 West Third Street
Los Angeles, CA
90057-1906
Phone: (213) 381-7891
Fax: (213) 381-1517
fiedlergroup.com

[illegible]

AL:

CONFIDENTIALITY STATEMENT:

[illegible]

DEVELOPMENT INFORMATION:

EXISTING ARCO FACILITY

ADDRESS:

304 CULVER BLVD.
@ SAWTELLE BLVD.
CULVER CITY, CA 90230

FAC#09643

RED BY: NTR ALLIANCE 2NDM

Lab inv:	BP ref: %
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BY:	NTP	ALLIANCE PM
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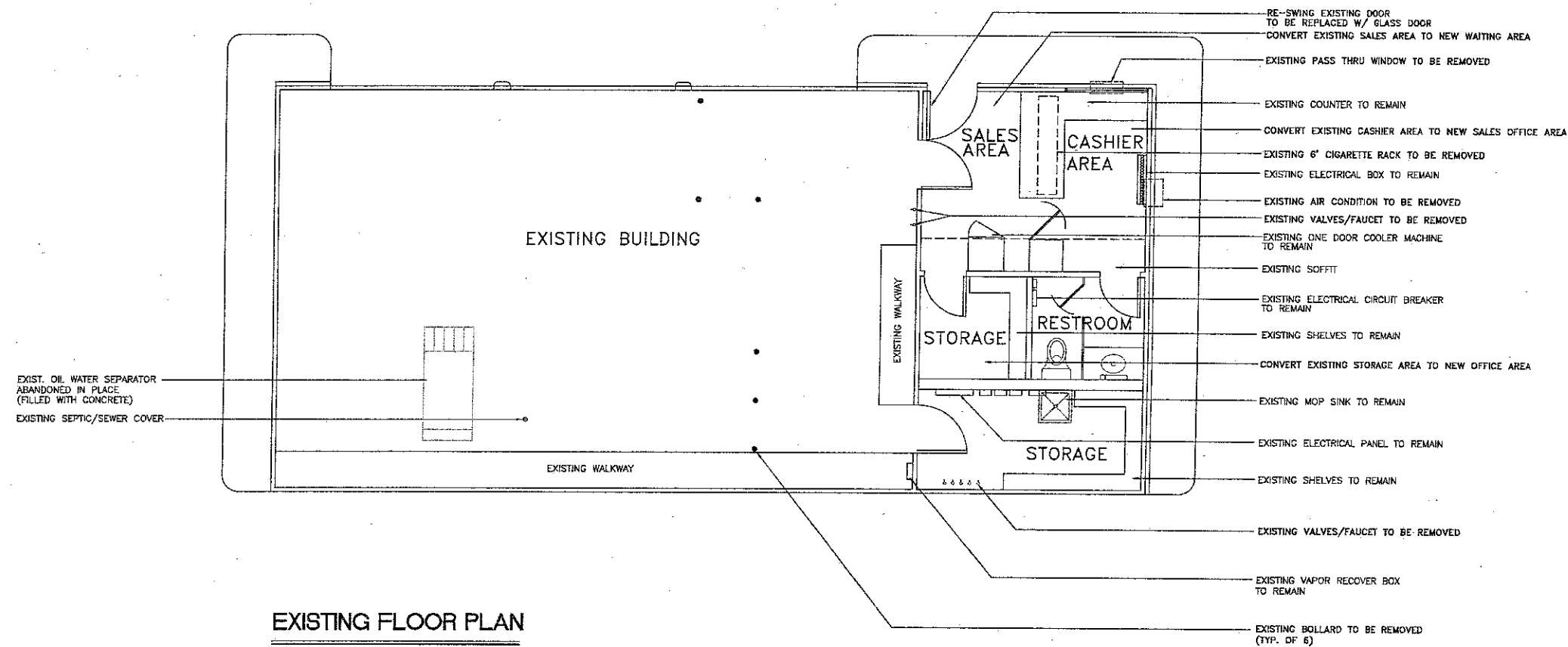
PROJECT NO:

13

**EXISTING
FLOOR PLAN**

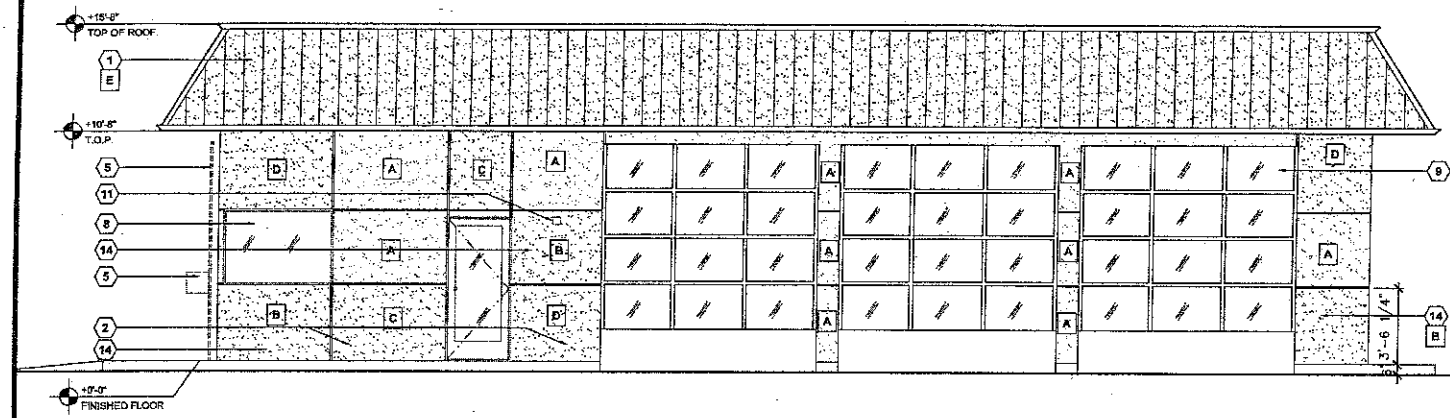
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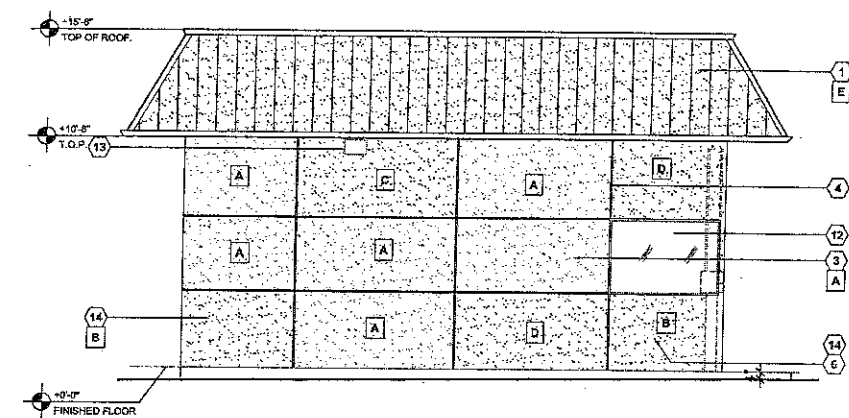


EXISTING FLOOR PLAN

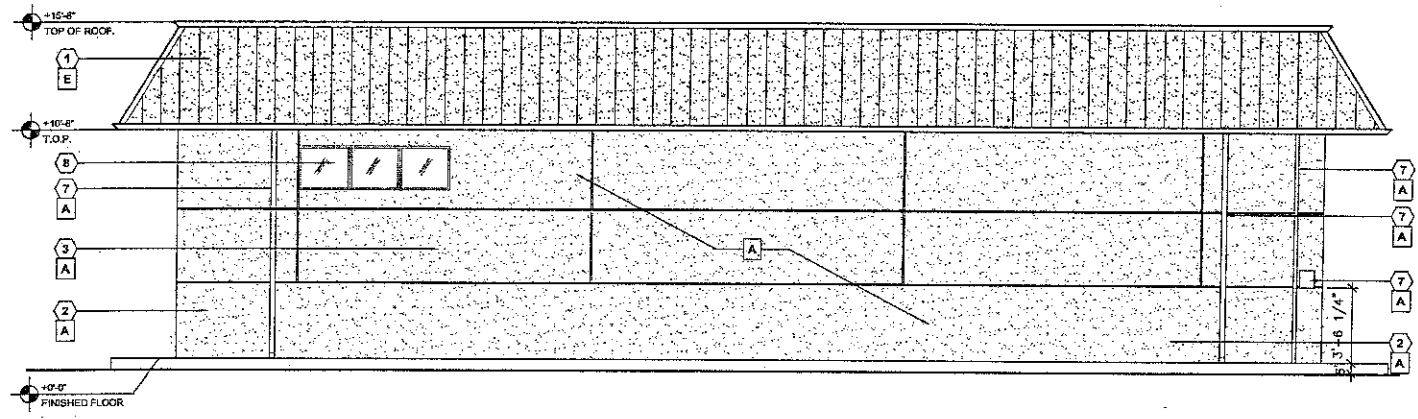
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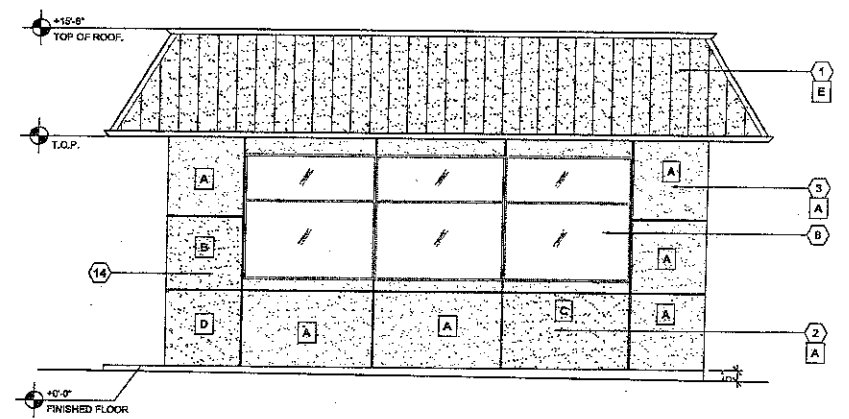
NORTH ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"

KEY NOTES

- 1 EXISTING SHEET METAL MANSARD ROOF. REPAIR AS NECESSARY AND PREPARE FOR NEW PAINT FINISH.
- 2 PROVIDE NEW SHEATHING AND ATTACHMENT OVER EXISTING STONE VENEER FACADE AND PREPARE FOR NEW STUCCO FINISH.
- 3 COVER EXISTING METAL SIDING WITH LATH MATERIAL AND NEW 1/2" THICK STUCCO FINISH.
- 4 NEW 1/2" X 1/2" BRIGHT ALUMINUM REVEAL.
- 5 EXISTING AIRWATER UNIT AND HOSE HANGAR TO BE REMOVED.
- 6 APPROX LINE OF EXISTING STONE VENEER.
- 7 EXISTING DOWN SPOUT OR UTILITY PIPE TO BE PAINTED
- 8 EXISTING GLASS WINDOW TO REMAIN.
- 9 REPLACE EXISTING ROLL UP DOORS WITH NEW CLEAR ALUMINUM FRAMED UNITS WITH OPAQUE GLASS INSERTS.
- 10 EXISTING DOOR TO BE REMOVED AND REPLACED WITH STOREFRONT DOOR, CLEAR ALUMINUM FINISH ON FRAME.
- 11 EXISTING E.S.O. TO BE REMOVED
- 12 NEW STOREFRONT WINDOW, DUAL GLAZED LOW E-GLASS WITH CLEAR ALUMINUM FRAMES.
- 13 EXISTING BUILDING LIGHT TO REMAIN
- 14 PETRARCH EXTERIOR WALL PANELS WITH RIVER SLATE TEXTURE

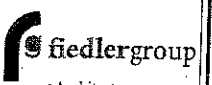
COLORS

- A FRAZEE COLOR LIFE SEATTLE, CL 3213W
- B PETRARCH GRAPHITE 003 RIVER SLATE
- C FRAZEE COLOR LIFE OTTERTAIL, CLW 1002W
- D FRAZEE COLOR LIFE TRILOGY, CL 1663M
- E FRAZEE COLOR LIFE TAX DAY, CL 3057N



BY WEST COAST PRODUCTS, LLC
ALLIANCE MANAGER, AGENT FOR SP/ARCO

INFORMATION PROVIDED BY:



•Architecture
•Engineering
•Planning
•Project Management
2322 West Third Street
Los Angeles, CA
90057-1906
Phone: (213) 381-7891
Fax: (213) 381-1517
fiedlergroup.com

NO.	DATE	REVISION DESCRIPTION
01	04-22-10	REVISED ELEVATIONS
02	05-12-10	GENERAL REVISION
03	06-24-10	GENERAL REVISION

CONFIDENTIALITY STATEMENT:

THE CONTENT OF THIS MATERIAL IS UNCLASSIFIED AND IS NOT TO BE RELEASED TO THE PUBLIC OR TO ANY OTHER PARTY WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THE ARCHITECT'S FIRM AND ITS EMPLOYEES SHALL BE RESPONSIBLE FOR THE PROTECTION OF THIS INFORMATION. THE ARCHITECT'S FIRM SHALL BE RESPONSIBLE FOR THE PROTECTION OF THIS INFORMATION. THE ARCHITECT'S FIRM SHALL BE RESPONSIBLE FOR THE PROTECTION OF THIS INFORMATION.

DEVELOPMENT INFORMATION:

EXISTING ARCO FACILITY

SITE ADDRESS:
11304 CULVER BLVD.
@ SAWTELLE BLVD.
CULVER CITY, CA 90230

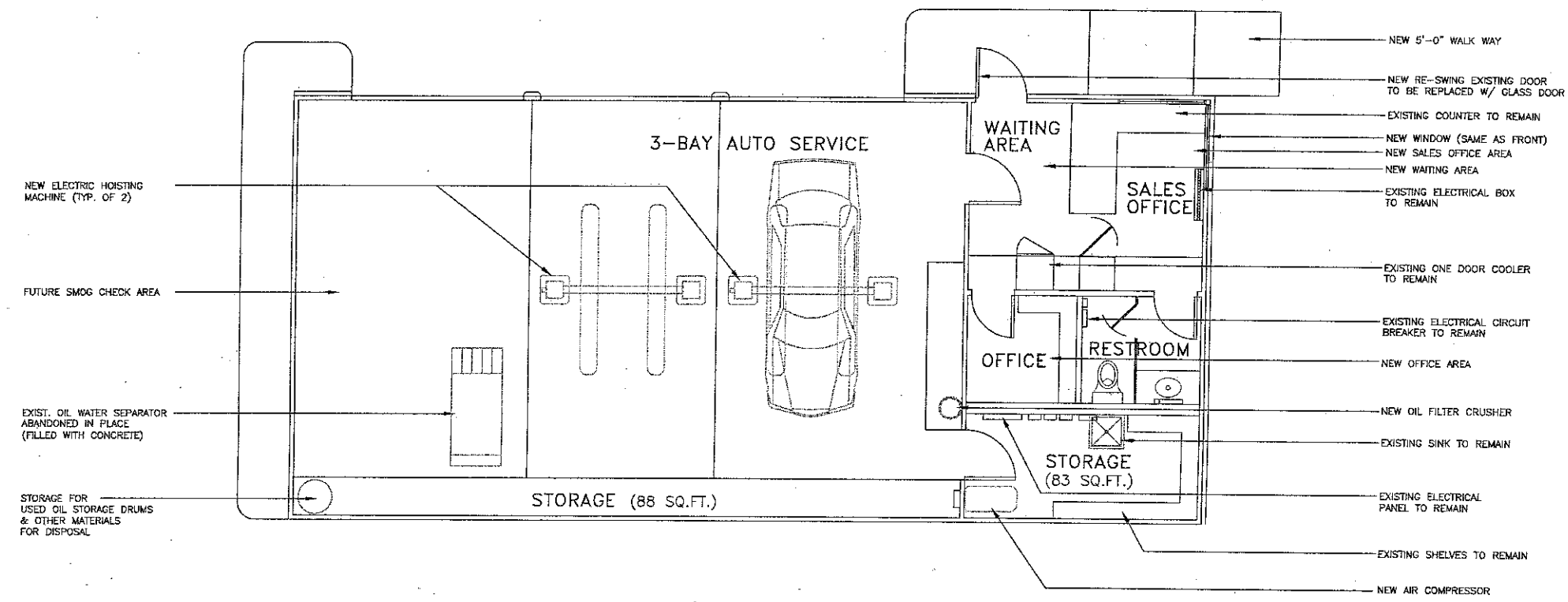
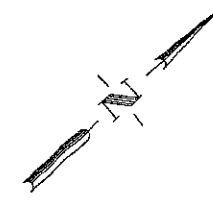
FAC#09643

DESIGNED BY:	NTF	ALLIANCE TEAM
CHECKED BY:	SP/REDA	
DRAWN BY:	NTF	ALLIANCE PH
DATE:		PROJECT NO:
		13179

DRAWING TITLE:
EXISTING BUILDING ELEVATIONS

SHEET NO:

A2



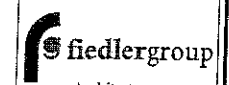
PROPOSED FLOOR PLAN

SCALE: 1/4" = 1'-0"



BP WEST COAST PRODUCTS, LLC
ALLIANCE MANAGER, AGENT FOR BP/ARCO

INFORMATION PROVIDED BY:



- Architecture
- Engineering
- Planning
- Project Management

2322 West Third Street
Los Angeles, CA
90057-1506
Phone: (213) 381-7891
Fax: (213) 381-1517
fiedlergroup.com

NO.	DATE	REVISION DESCRIPTION
1	07/02/10	GENERAL REVISION

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EXISTING ARCO FACILITY

11304 CULVER BLVD.
@ SAWTELLE BLVD.
CULVER CITY, CA 90230

FAC#09643

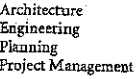
DESIGNED BY:	NTP	ALLIANCE BDM:	BP/REFAC
CHECKED BY:	NTP	ALLIANCE PM:	
DATE:		PROJECT NO.:	13179

PROPOSED FLOOR PLAN

SHEET NO:
A3



INFORMATION PROVIDED BY:



2322 West Third Street
Los Angeles, CA
90057-1906
Phone: (213) 381-7891
Fax: (213) 381-1517
fiedlergroup.com

[illegible]

SEAL:

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CONFIDENTIALITY STATEMENT

DEVELOPMENT INFORMATION:

EXISTING ARCO FACILITY

ADDRESS:

1304 CULVER BLVD.
@ SAWTELLE BLVD.
CULVER CITY, CA 90230

FAC#09543

OWNED BY:	NTP	ALLIANCE ZEDM:
-----------	-----	----------------

APPROVED BY:	DATE RECEIVED:
--------------	----------------

IN DT.	NTP	ALLIANCE FOR
		PROJECT 100

13179

PRINTING TITLE:

EXISTING

ROOF PLAN

DATE: _____

100

Age	Gender	Height (cm)	Weight (kg)	Heart rate (b/min)	Stroke volume (L)	Cardiac output (L/min)	Stroke volume index (L/m ²)	Cardiac output index (L/min/m ²)
20	M	175	75	75	100	7.5	0.57	4.29
25	F	160	55	80	90	7.2	0.56	4.22
30	M	180	80	78	110	8.4	0.61	4.62
35	F	165	60	82	95	7.6	0.58	4.37
40	M	170	70	76	105	7.8	0.60	4.50
45	F	155	50	85	85	6.8	0.54	4.05
50	M	175	75	74	100	7.4	0.57	4.29
55	F	160	55	80	90	7.2	0.56	4.22
60	M	180	80	78	110	8.4	0.61	4.62
65	F	165	60	82	95	7.6	0.58	4.37
70	M	170	70	76	105	7.8	0.60	4.50
75	F	155	50	85	85	6.8	0.54	4.05

A4

THE

8/2010

PARAPET

EXISTING SHEET METAL PANEL @ 16" O.C.

BATHROOM PIPE VENT

EXISTING FASCIA

EXISTING GUTTER

EXISTING 3" SQ. DOWNSPOUT IN WALL BELOW (TYP. OF 2)

EXISTING ROOF PLAN

SCALE: 1/4" = 1'-0"

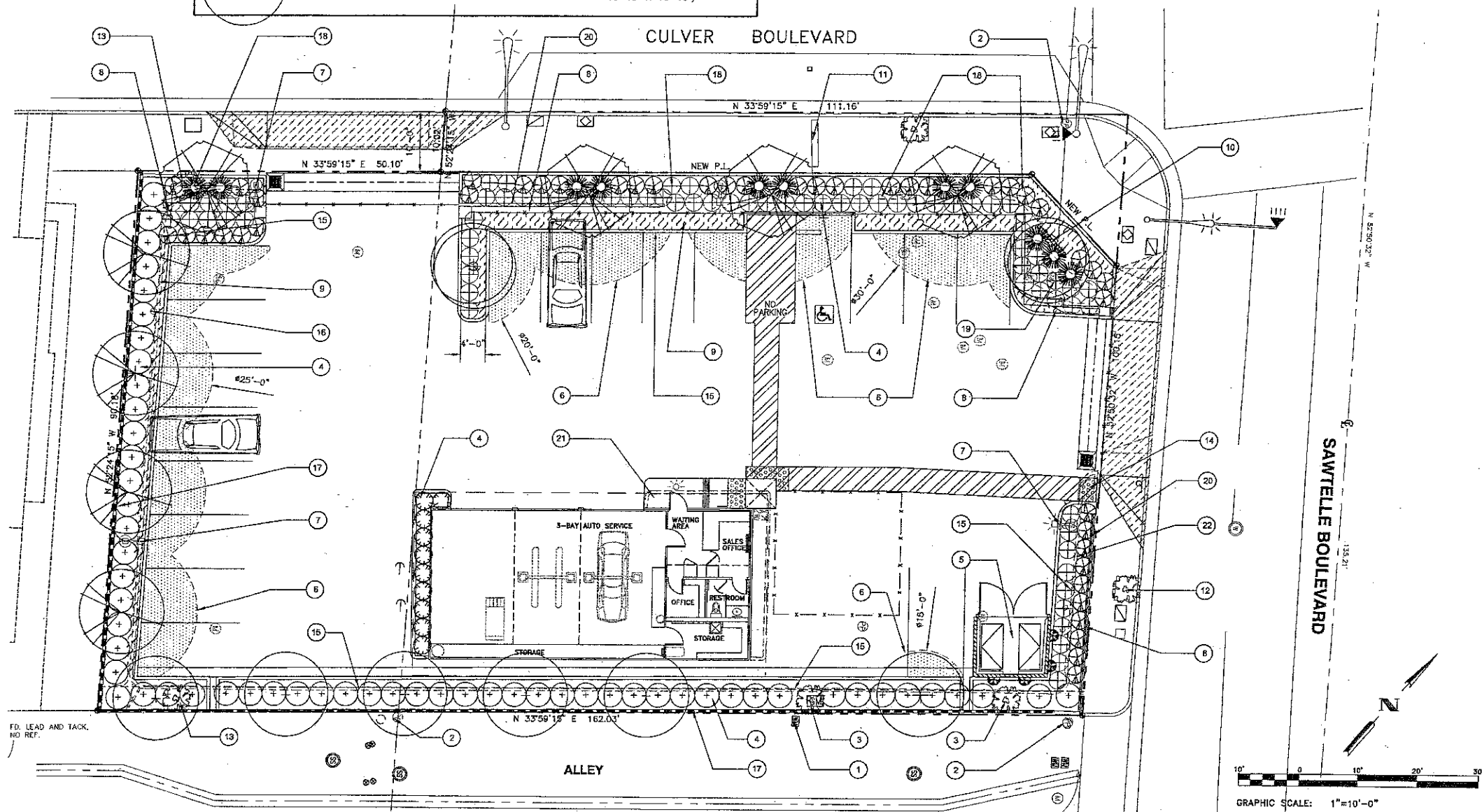
[\people\13179\baughn\2008%20Summer%20Internship\ACD09A3.Acdwg](#), 11/9/2010 11:51:56 AM, newaz

DI ANNUNCIO COMMISSION 12/2/2010

PLANT LEGEND																																									
SYMBOL							QUANTITY	BOTANICAL NAME		COMMON NAME	SIZE	REMARKS	HYDRO ZONE	SYMBOL							QUANTITY	BOTANICAL NAME		COMMON NAME	SIZE	REMARKS	HYDRO ZONE	SYMBOL							QUANTITY	BOTANICAL NAME		COMMON NAME	SIZE	REMARKS	HYDRO ZONE
							4	KOELREUTERIA PANICULATA		GOLDENRAIN TREE	36" BOX	MIN. HEIGHT 14' (FULL SIZE 20-35' X 24-40')	L								58	PHOTINIA FRASERI 'INDIAN PRINCESS'		INDIAN PRINCESS PHOTINIA	5 GAL.	PLANT 4'-0" O.C.	M								44	PENNISETUM SETACEUM 'RUBRUM'		RED FOUNTAIN GRASS	5 GAL.	PLANT 3'-0" O.C.	M
							4	BRACHYCHITON ACERIFOLIUS		FLAME TREE	24" BOX	MIN. HEIGHT 12' (FULL SIZE 60' X 20-30')	L								11	PHORMIUM TENAX 'DAZZLER'		DWARF MAROON FLAX	5 GAL.	PLANT 4'-0" O.C.	M								10	NANDINA DOMESTICA		HEAVENLY BAMBOO	5 GAL.	PLANT 3'-0" O.C.	L
							2	VITEX AGNUS-CASTUS		CHASTE TREE	24" BOX	MIN. HEIGHT 12' (FULL SIZE 25' X 25')	L								76	MISCANTHUS TRANSMORRISONENSIS		EVERGREEN EULALIA GRASS	5 GAL.	PLANT 3'-0" O.C.	M								4	MACFADYENA UNGUIS-CATI		YELLOW TRUMPET VINE	5 GAL.	PLANT 5'-0" O.C. ATTACH TO WALL WITH PLASTIC GARDEN TIES	L
							6	CALLISTEMON CITRINUS		LEMON BOTTLEBRUSH	15 GAL.	MIN. HEIGHT 8' (FULL SIZE 10-15' X 10-15')	L								389	FESTUCA GLAUCA		BLUE FESCUE	FLATS	PLANT 8" O.C.	M														

LANDSCAPE CONCEPT DESIGN STATEMENT

THE INTENT OF THE LANDSCAPE DESIGN OBJECTIVE IS TO



LANDSCAPE CONCEPT DESIGN STATEMENT

THE INTENT OF THE LANDSCAPE DESIGN OBJECTIVE IS TO ENHANCE THE SITE WITH PLANT MATERIAL IN CONFORMANCE WITH THE CITY'S LANDSCAPE GUIDELINES AND MUNICIPAL CODE.

THE LANDSCAPE DESIGN WILL UTILIZE PLANT MATERIAL THAT HAS LOW TO MEDIUM WATER USE AS SET FORTH IN THE 'WUCOLS III-1999 EDITION' (WATER USE CLASSIFICATION OF LANDSCAPE SPECIES)

THE PLANT MATERIAL SELECTED IS INTENDED TO COMPLEMENT THE ARCHITECTURE AND SURROUNDING LANDSCAPE AREA FOR AN OVERALL COHESIVE APPEARANCE WHICH WILL DRAW INTEREST THROUGHOUT THE YEAR WITH TEXTURE AND COLOR.

WATER CONSERVATION CONCEPT

A COMBINATION OF DRIP, BUBBLERS AND / OR LOW GALLON SPRAY HEADS SHALL BE INSTALLED IN ALL PLANTERS.

IRRIGATION SHALL BE EQUIPPED WITH AN AUTOMATED CONTROLLER CAPABLE OF DUAL PROGRAMMING.

PLANTS SHALL BE GROUPED INTO 'HYDROZONES' AND IRRIGATED BASED UPON SIMILAR WATERING REQUIREMENTS.

SITE PLAN NOTES

- EXISTING WATER METER
- EXISTING POWER POLE AND POWER LINES
- EXISTING ON-SITE TREE TO REMAIN (TYP OF 2)
- NEW LANDSCAPE (TYP FOR ALL PLANTERS)
- NEW TRASH ENCLOSURE
- TREE SHADE CANOPY AT 5 YEARS (75% OF THE FULL SIZE)
- YARD LIGHT (TYP)
- NEW APACHE FENCE (TYP FOR ENTIRE STREET FRONTAGE AREAS)
- NEW LOW GROWING PLANT MATERIAL FOR CAR OVERHANG
- FUTURE MONUMENT SIGN LOCATION WITH LOW GROWING PLANTS
- EXISTING FREEWAY SIGN
- EXISTING STREET TREE TO REMAIN (TYP OF 1)
- EXISTING ON-SITE TREE TO BE REMOVED DUE TO CONSTRUCTION ACTIVITIES (TYP OF 2)
- NEW ADA PATH OF TRAVEL
- EXISTING 6" CURB TO BE REMOVED AND REPLACED AFTER PLANTER AREA ENLARGED AS SHOWN
- EXISTING FLAG POLE TO REMAIN (TYP OF 1)
- EXISTING PERIMETER CONC. BLOCK WALL TO REMAIN (TYP OF 2)
- NEW 1' HIGH LANDSCAPE BERM - MAX. SLOPE 2:1 (TYP OF 4)
- NEW 2' HIGH LANDSCAPE BERM - MAX. SLOPE 2:1 (TYP OF 1)
- LOCATION FOR NEW APACHE SLIDING GATE (TYP OF 2)
- EXISTING PLANTER TO BE REMOVED (TYP OF 1)
- NEW FDC / DOCV LOCATION (TYP OF 1)

ON-SITE TREE REQUIREMENTS AND TOTALS

15 GALLON TREES - MAXIMUM OF 50%	6 PROVIDED	37.50%
24 INCH BOX TREES - MINIMUM OF 30%	6 PROVIDED	37.50%
36 INCH BOX TREES - MINIMUM OF 20%	4 PROVIDED	25.00%
TOTAL PROPOSED TREES	16 TOTAL	100.00%
(NOTE: THERE ARE TWO EXISTING TREES TO REMAIN IN ADDITION TO THESE PROPOSED TREES)		

NOTE: TOTAL LANDSCAPE AREA IS 2,625 SQFT.

LANDSCAPE NOTES

- ALL LANDSCAPE AREAS ARE TO BE IRRIGATED BY AN UPDATED AUTOMATED IRRIGATION SYSTEM.
- ALL PLANTING AREAS ARE TO BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF THE LANDSCAPE AND IRRIGATION.
- ALL EXISTING PLANT MATERIAL TO BE REMOVED UNLESS OTHERWISE SHOWN ON THE PLAN TO REMAIN.
- 6" WIDE CONCRETE CURB WITH APACHE FENCE IS TO BE INSTALLED ALONG PROPERTY LINE AS SHOWN ON THE PLAN.
- ALL PLANTS ADJACENT TO APACHE FENCE TO BE MAINTAINED AT MAXIMUM HEIGHT OF 3'
- INSTALL MIN. 12" DEEP ROOT BARRIER WHERE TREES ARE WITHIN 10' OF THE PUBLIC R.O.W. AND/OR WHERE PLANTER IS LESS THAN 10' IN WIDTH OR CLOSER THAN 5' FROM PAVEMENT, SIDEWALK OR CURB. ROOT BARRIER SHALL BE A 'TYPAR BIO-BARRIER' OR APPROVED EQUAL.
- INSTALL 3" DEEP MINIMUM LAYER OF DECORATIVE BARK MULCH IN-BETWEEN ALL SHRUBS AND GROUND COVER PLANT MATERIAL.
- ALL ON-SITE PLANT MATERIALS ARE TO BE INSPECTED FOR ACCEPTANCE BY THE CITY ENVIRONMENTAL MANAGEMENT MANAGER PRIOR TO INSTALLATION.
- PLANT COUNT TOTALS ARE FOR CONTRACTOR CONVENIENCE ONLY. CONTRACTOR IS RESPONSIBLE FOR ACCURATE PLANT COUNT TOTALS.
- REFER TO CIVIL SITE PLAN - SHEET C1.0 FOR ADDITIONAL INFORMATION PERTAINING TO THE SITE DEVELOPMENT INCLUDING DIMENSIONING.

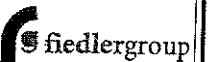
TREE SHADE REQUIREMENTS

- TOTAL PARKING SPACES (MINUS LANDSCAPE OVERHANG) = 2,496 SQFT.
2 (9' X 18') @ 162 SQFT. EACH = 324 SQFT.
8 (9' X 16') @ 144 SQFT. EACH = 1,152 SQFT.
8 (8.5 X 15) @ 127.5 SQFT. EACH = 1,020 SQFT.
 - TOTAL PARKING AREA (2,496 SQFT.) @ 50% RECOMMENDED SHADE COVERAGE = 1,248 SQFT.
 - ACTUAL TOTAL PARKING AREA SHADED = 1,112 SQFT. (44.45%)
- NOTE: PARKING CALCULATIONS ONLY REFLECT THE ASPHALT PARKING AREA AND DO NOT INCLUDE THE SQFT. FOR THE CAR OVERHANG INTO THE PLANTER AREA



BY WEST COAST PRODUCTS, LLC
ALLIANCE MANAGER, AGENT FOR BP/ARCO

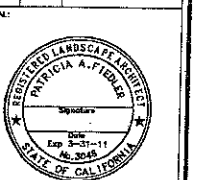
INFORMATION PROVIDED BY:



- Architecture
- Engineering
- Planning
- Project Management

2322 West Third Street
Los Angeles, CA
90057-1906
Phone: (213) 381-7891
Fax: (213) 381-1317
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NO.	DATE	REVISION DESCRIPTION
1.	04/12/10	REV PER CITY
2.	04/15/10	PLANTERS ADDED
3.	05/29/10	TREES ADDED / PLANTERS ENLARGED PER CITY
4.	07/01/10	NOTES REV PER CITY
5.	08/13/10	PLANTERS MODIFIED



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EXISTING ARCO FACILITY

SITE ADDRESS:
11304 CULVER BLVD.
@ SANTELE BLVD.
CULVER CITY, CA 90230

FAC#09643

DESIGNED BY: PAF ALLIANCE MANAGER ES
CHECKED BY: BP/ARCO
DRAWN BY: PAF ALLIANCE MANAGER
DATE: 01/15/10 PROJECT NO: 13179

LANDSCAPE
CONCEPT PLAN

SHEET NO:

L-1

INFORMATION PROVIDED BY:



- Architecture
- Engineering
- Planning
- Project Management

2322 West Third Street
Los Angeles, CA
90057-1906
Phone: (213) 381-7891
Fax: (213) 381-1517
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 WITHOUT THE WRITTEN PERMISSION OF THE
 NATIONAL ARCHIVES AND RECORDS SERVICE.

ADDITIONAL INFORMATION:

EXISTING ARCO FACILITY

THE ADDRESS:

1304 CULVER BLVD.
@ SAWTELLE BLVD.
CULVER CITY, CA 90230

FAC#09642

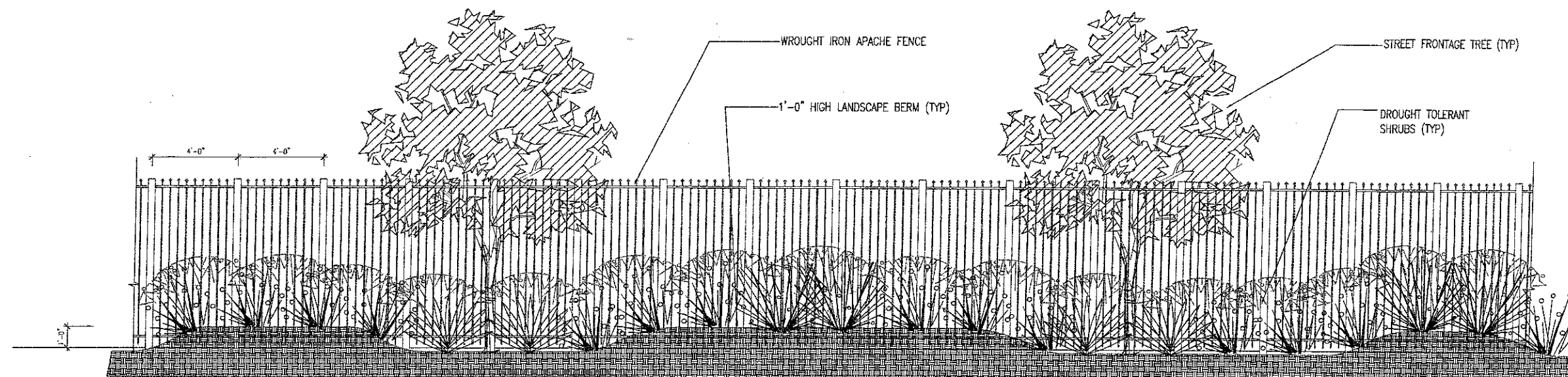
DESIGNED BY:	PAF	ALLIANCE ADMIN	ES
CHECKED BY:		BP REP/PA	
DRAWN BY:	PAF	ALLIANCE PM:	
DATE:		PROJECT NO.	
09/14/10		13179	

DRAWING TITLE:

LANDSCAPE
ELEVATIONS

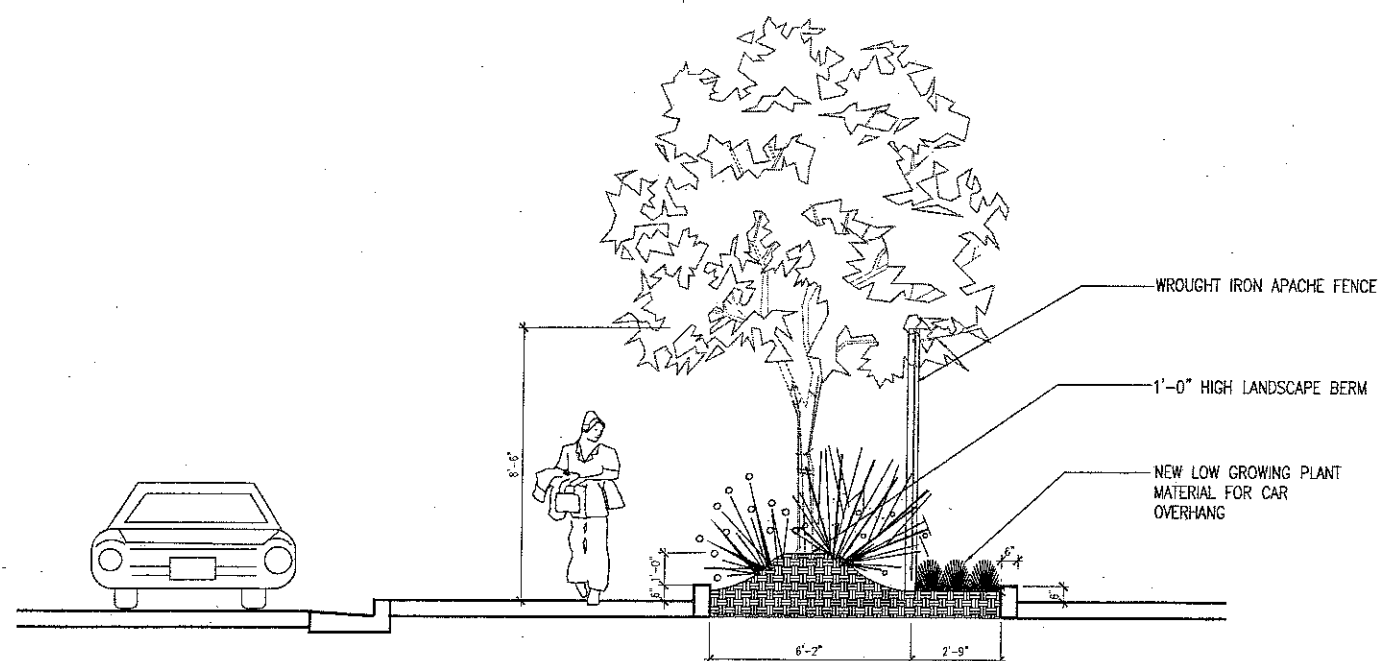
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L-2



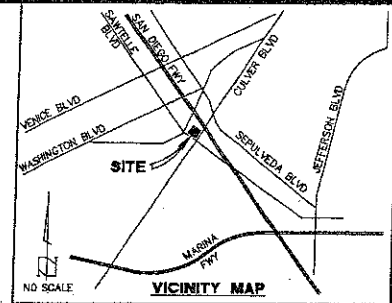
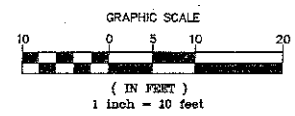
STREET FRONTAGE PLANTER ELEVATION

SCALE: 3/8"=1'-0"



STREET FRONTAGE PLANTER SECTION

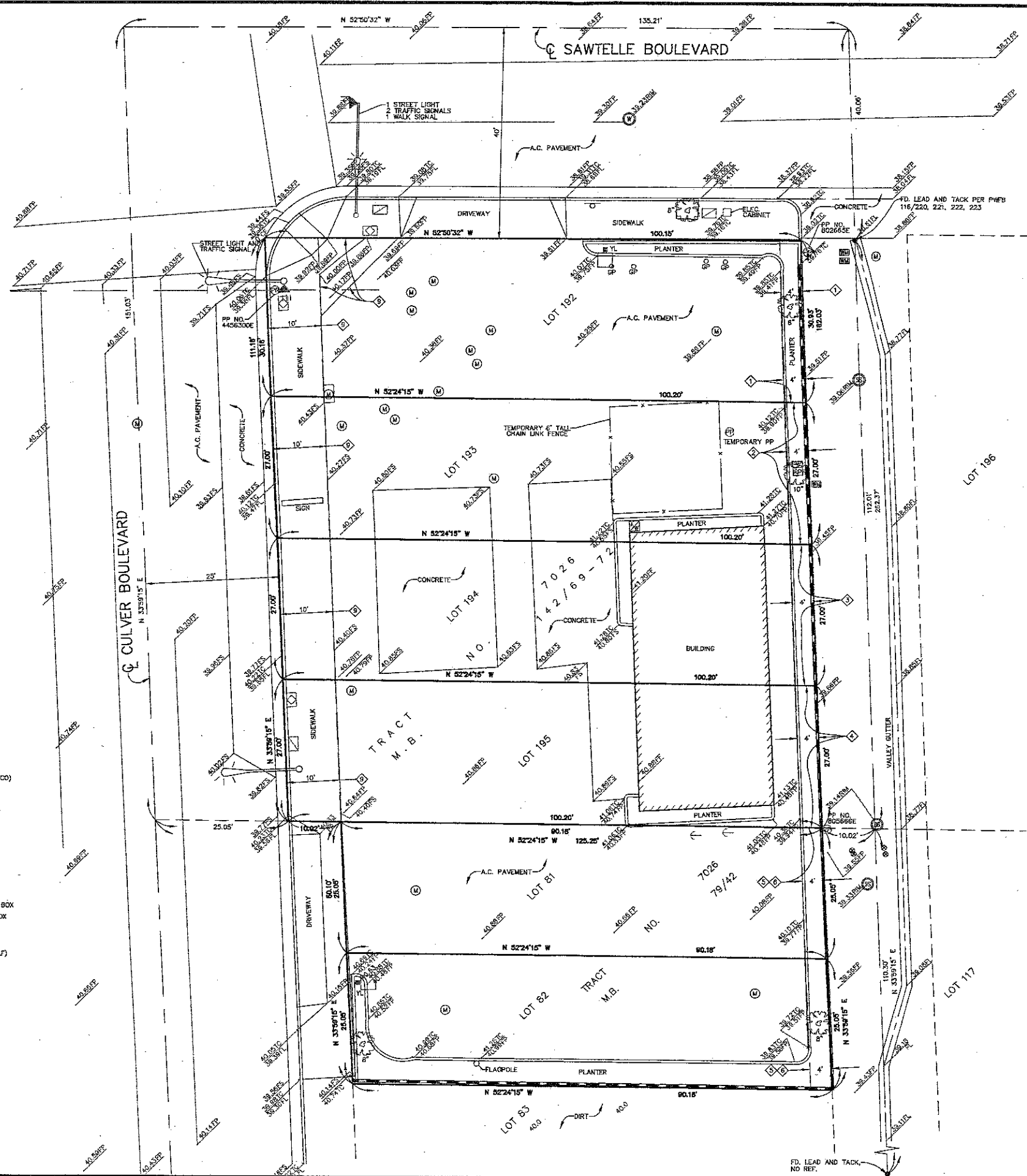
SCALE: $3/8" = 1' - 0"$



- LEGEND**
- | | | | |
|-----|--------------------------------|---|-------------------------|
| TC | TOP OF CURB | ⊙ | MONITORING WELL |
| TB | TOP OF A.C. BERM | ⊙ | POWER POLE (PP) |
| FL | FLOW LINE | ⊙ | GAS VALVE (GV) |
| FP | FINISHED PAVEMENT | ⊙ | WATER VALVE (WV) |
| FS | FINISHED SURFACE | ⊙ | WATER METER (WM) |
| AC | ASPHALTIC CONCRETE | ⊙ | SEWER CLEAN OUT (SCO) |
| FG | FINISHED GRADE (GROUND) | ⊙ | FIRE HYDRANT (FH) |
| NG | NATURAL GROUND (UNDISTURBED) | ⊙ | YARD LIGHT (YL) |
| TOP | TOP OF SLOPE | ⊙ | SANITARY SEWER LINE |
| TDE | TOP OF SLOPE | ⊙ | TELEPHONE LINE |
| TOW | TOP OF WALL | ⊙ | GAS LINE |
| TG | TOP OF GRATE | ⊙ | WATER LINE |
| TR | TRANSFORMER | ⊙ | ELECTRICAL LINE |
| DI | DROP INLET | ⊙ | STORM DRAIN |
| INV | INVERT | ⊙ | ROAD SIGN |
| CB | CATCH BASIN | ⊙ | TRAFFIC SIGNAL (TS) |
| GP | GUARD POST | ⊙ | TRAFFIC SIGNAL PULL BOX |
| TE | TRASH ENCLOSURE | ⊙ | STREET LIGHT PULL BOX |
| ⊙ | IRRIGATION CONTROL VALVE (ICV) | ⊙ | PAYPHONE |
| ⊙ | IRRIGATION CONTROL BOX | ⊙ | BLOCK WALL |
| ⊙ | ELECTRICAL PULL BOX (EPB) | ⊙ | CHAIN LINK FENCE (CLF) |
| ⊙ | TELEPHONE PULL BOX (TPB) | | |

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SURVEYOR'S NOTE TO CONTRACTOR
THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITIES, PIPES AND/OR STRUCTURES SHOWN ON THESE PLANS WERE OBTAINED BY A SEARCH OF AVAILABLE RECORDS. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO EXISTING UTILITIES EXCEPT AS SHOWN. THE CONTRACTOR SHALL ASCERTAIN THE TRUE VERTICAL AND HORIZONTAL LOCATION AND SIZE OF THOSE TO BE USED OF ANY UNDERGROUND UTILITIES AND SHALL BE RESPONSIBLE FOR DAMAGE TO ANY PUBLIC OR PRIVATE UTILITIES, SHOWN OR NOT SHOWN HEREON.



LEGAL DESCRIPTION
ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
LOTS 192, 193, 194 AND 195 OF TRACT 7026, IN THE CITY OF CULVER CITY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79 PAGE 42 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
ALSO LOTS 81 AND 82 OF TRACT 8733, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 142 PAGES 69 TO 72 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
ASSESSOR'S PARCEL NUMBER 4217-012-028, 001

- TITLE REPORT REVIEW**
THE FOLLOWING IS AN ITEM-BY-ITEM REVIEW OF SCHEDULE B, SECTION II, EXCEPTIONS, AS LISTED IN A TITLE REPORT PREPARED BY LAWYERS TITLE INSURANCE CORPORATION UNDER FILE NO. 11813931, DATED DECEMBER 22, 2009. PLEASE SEE DOCUMENT FOR PARTICULARS.
1. PUBLIC UTILITIES EASEMENT RECORDED JULY 13, 2009 AS INSTRUMENT NO. 1949 IN BOOK 6057 PAGE 45 OF OFFICIAL RECORDS (PLOTTED HEREON)
 2. PUBLIC UTILITIES EASEMENT RECORDED AUGUST 15, 1925 AS INSTRUMENT NO. 1308 IN BOOK 5116 PAGE 189 OF OFFICIAL RECORDS (PLOTTED HEREON)
 3. PUBLIC UTILITIES EASEMENT RECORDED NOVEMBER 10, 1928 AS INSTRUMENT NO. 322 IN BOOK 4683 PAGE 361 OF OFFICIAL RECORDS (PLOTTED HEREON)
 4. PUBLIC UTILITIES EASEMENT RECORDED MARCH 28, 1927 AS INSTRUMENT NO. 53 IN BOOK 4785 PAGE 174 OF OFFICIAL RECORDS (PLOTTED HEREON)
 5. POLE LINE EASEMENT RECORDED NOVEMBER 7, 1927 IN BOOK 6799 PAGE 255 OF OFFICIAL RECORDS (PLOTTED HEREON)
 6. POLE LINE AND PIPE EASEMENT RECORDED MAY 10, 1939 IN BOOK 18646 PAGE 5 OF OFFICIAL RECORDS (PLOTTED HEREON)
 7. ACKNOWLEDGEMENT REGARDING ORDINANCE NO. 160,394 RECORDED MAY 26, 1988 AS INSTRUMENT NO. 88-843304 OF OFFICIAL RECORDS
 8. MEMORANDUM OF LEASE #249 RECORDED APRIL 30, 1989 AS INSTRUMENT NO. 89-077514 OF OFFICIAL RECORDS
 9. PUBLIC STREET AND HIGHWAY IMPROVEMENT EASEMENT RECORDED SEPTEMBER 16, 2002 AS INSTRUMENT NO. 02-2165028 OF OFFICIAL RECORDS (PLOTTED HEREON)
 10. WATER RIGHTS
 - 11-13. TITLE COMPANY COMMENTS

BASIS OF BEARINGS
THE BEARINGS SHOWN HEREON ARE BASED UPON THE CENTERLINE OF THE ALLEY LYING NORTHEASTERLY OF LOTS 192 THROUGH 195, BEING NORTH 33°59'15" WEST, AS SHOWN ON TRACT NO. 7026, RECORDED IN BOOK 79, PAGE 42 OF MAPS

BENCHMARK
CITY OF LOS ANGELES BENCHMARK# 10902
SPK 2FT E/O CURB OF WEST BOWY CULVER BLVD; 12FT N/O C/L PROD MCLAUGHLIN AVE; N END CB
ELEVATION = 39.058 (NGVD 1929)

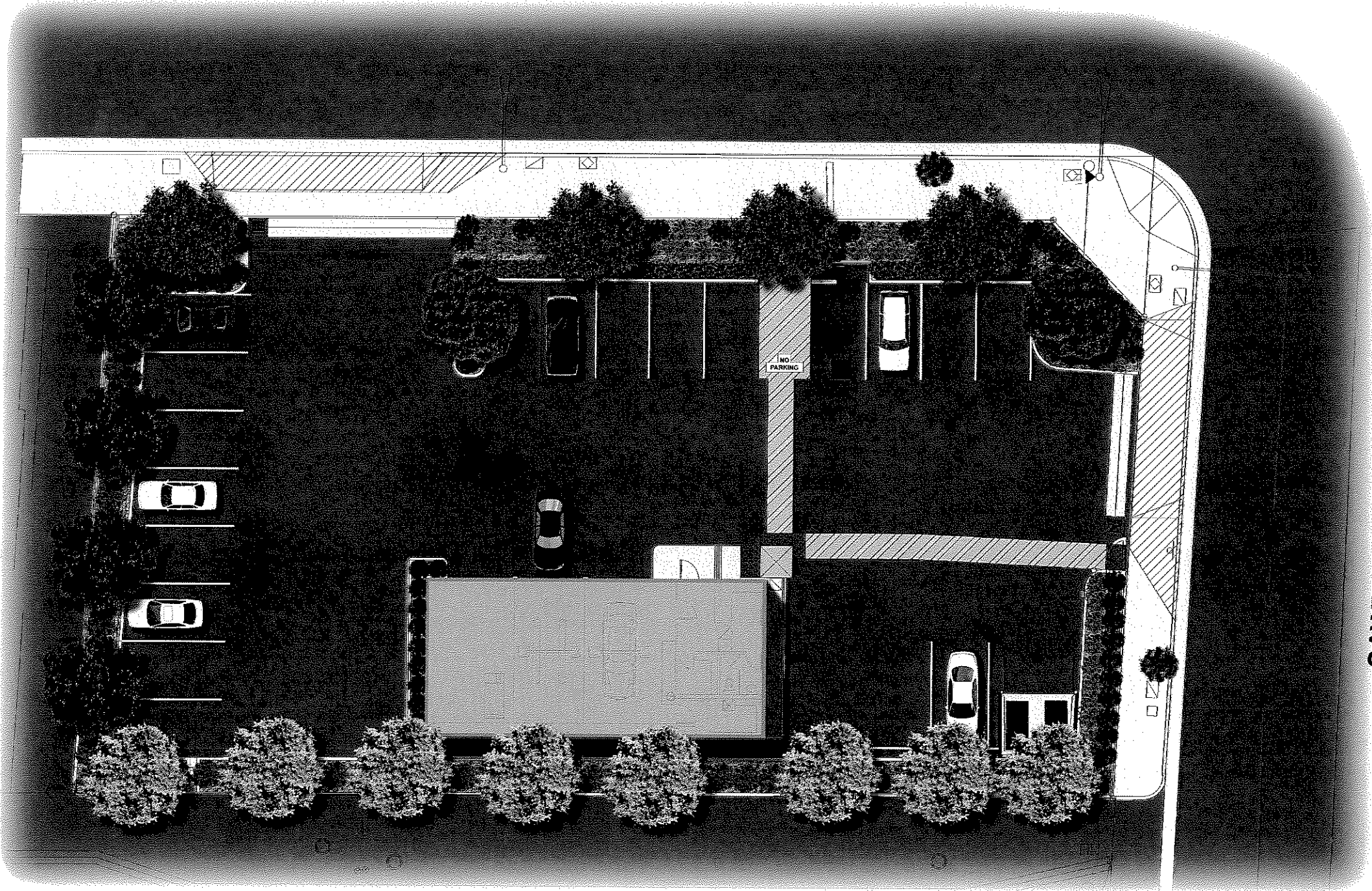
CERTIFICATION
THIS IS TO CERTIFY THAT THIS MAP OR PLAT IS BASED ON AN ACTUAL FIELD SURVEY CONDUCTED UNDER MY SUPERVISION DURING DECEMBER, 2009, THAT THE MONUMENTS EXIST AND ARE OF THE CHARACTER DESCRIBED HEREON AND THAT THE INFORMATION SHOWN HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

DATE: _____
WILLIAM E. EADSON L.S. 6154



EDSON & ASSOCIATES, INC. Surveying & Mapping Consultants 14120 TELEPHONE AVE. - STE 1 CHINO, CA 91710 (909) 364-1661 (909) 364-1781 FAX OFFICE@EDSON.COM	
LISENSED IN: CALIFORNIA ARIZONA NEVADA	
TITLE: TOPOGRAPHIC SURVEY	
LOCATION: EXISTING ARCO FACILITY 11904 CULVER BOULEVARD CULVER CITY, CALIFORNIA	
CLIENT: FIEDLERGROUP	
DATE	DECEMBER 1, 2009
DRAWN BY	KM
CHECKED BY	WEE
SHEET NO.	1
OF 1 SHEETS	
JOB NO.	09-1207

CULVER BLVD.



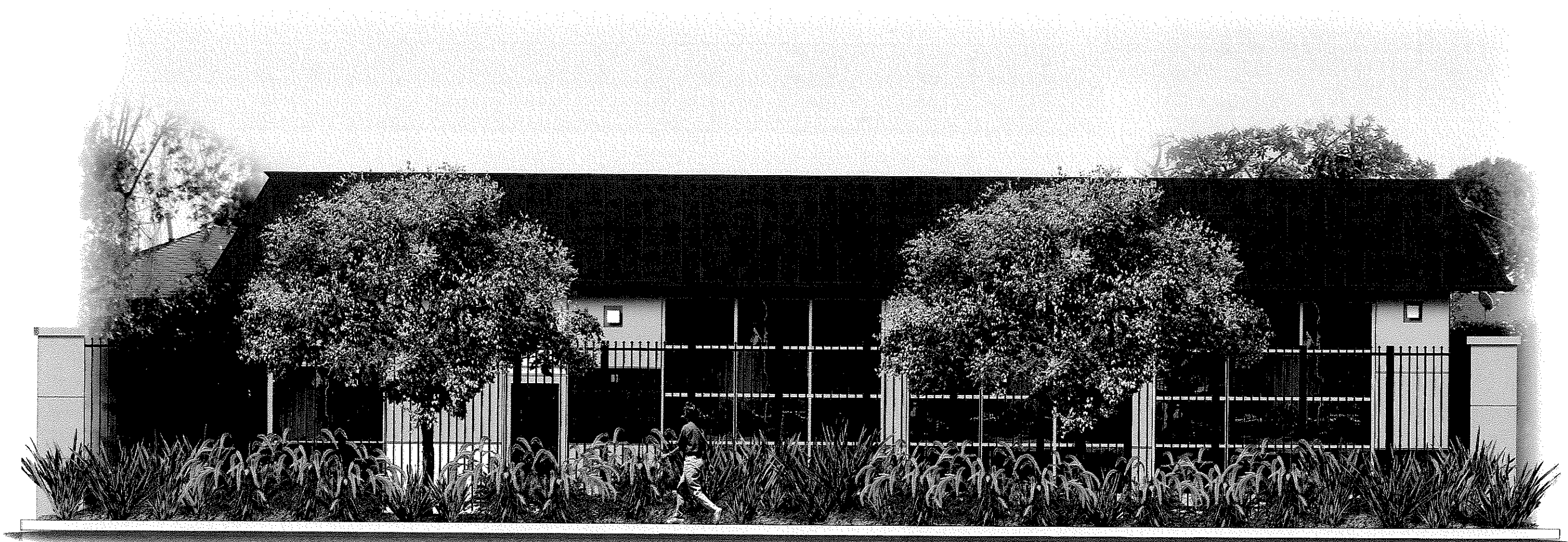
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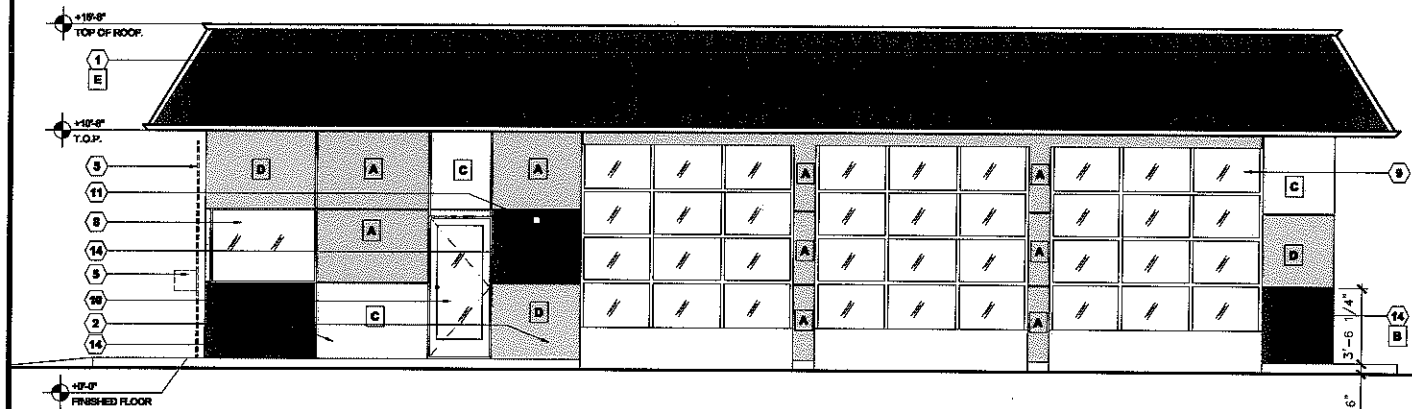
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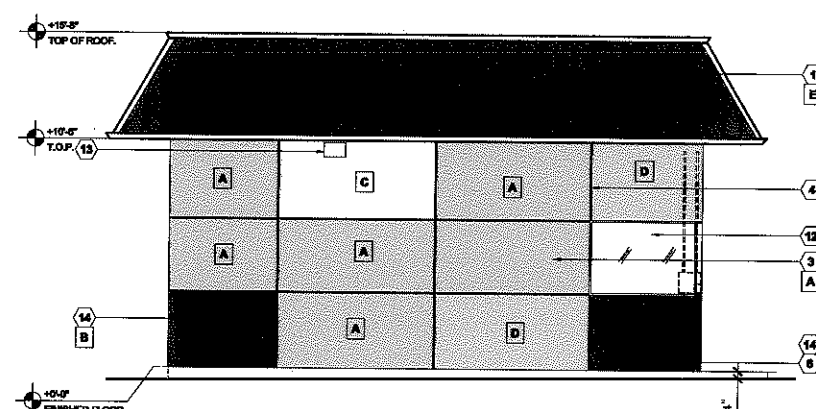
Existing Arco Facility
11304 Culver Blvd.
Culver City, CA



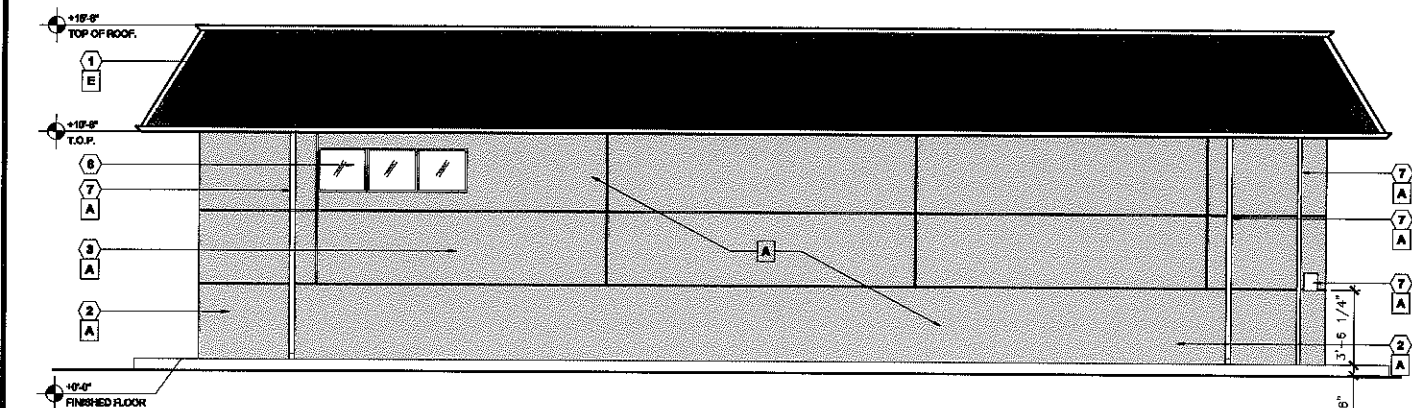
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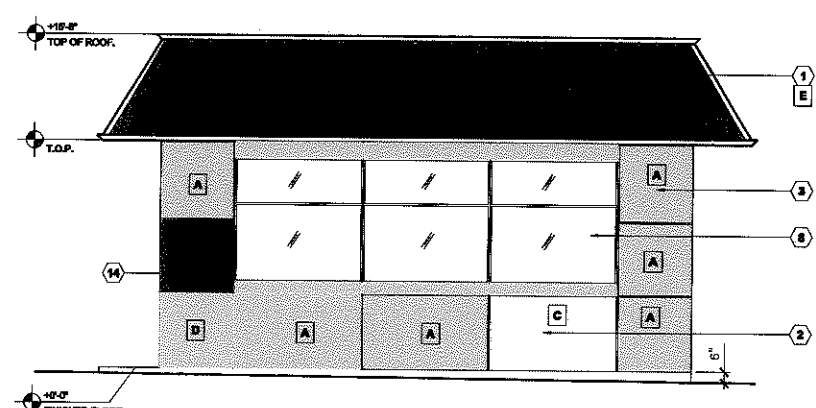
NORTH ELEVATION
SCALE: 1/4" = 1'-0"



EAST ELEVATION
SCALE: 1/4" = 1'-0"



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



WEST ELEVATION
SCALE: 1/4" = 1'-0"

KEY NOTES

- 1 EXISTING SHEET METAL MANSARD ROOF. REPAIR AS NECESSARY AND PREPARE FOR NEW PAINT FINISH.
- 2 PROVIDE NEW SHEATHING AND ATTACHMENT OVER EXISTING STONE VENEER FACADE AND PREPARE FOR NEW STUCCO FINISH.
- 3 COVER EXISTING METAL SIDING WITH LATH MATERIAL AND NEW 5/8" THICK STUCCO FINISH.
- 4 NEW 3/4" X 3/4" BRIGHT ALUMINUM REVEAL.
- 5 EXISTING AIR/WATER UNIT AND HOSE HANGAR TO BE REMOVED.
- 6 APPROX LINE OF EXISTING STONE VENEER.
- 7 EXISTING DOWN SPOUT OR UTILITY PIPE TO BE PAINTED
- 8 EXISTING GLASS WINDOW TO REMAIN.
- 9 REPLACE EXISTING ROLL UP DOORS WITH NEW CLEAR ALUMINUM FRAMED UNITS WITH OPAQUE GLASS INSERTS.
- 10 EXISTING DOOR TO BE REMOVED AND REPLACED WITH STOREFRONT DOOR, CLEAR ALUMINUM FINISH ON FRAME.
- 11 EXISTING E.S.O. TO BE REMOVED
- 12 NEW STOREFRONT WINDOW, DUAL GLAZED LOW E-GLASS WITH CLEAR ALUMINUM FRAMES.
- 13 EXISTING BUILDING LIGHT TO REMAIN
- 14 PETRARCH EXTERIOR WALL PANELS WITH RIVER SLATE TEXTURE

COLORS

- A FRAZEE COLOR LIFE SEATTLE, CL 3213W
- B PETRARCH GRAPHITE 003 RIVER SLATE
- C FRAZEE COLOR LIFE OTTERTAIL, CLW 1002W
- D FRAZEE COLOR LIFE TRILOGY, CL 1663M
- E FRAZEE COLOR LIFE TAX DAY, CL 3097N



ALLIANCE MANAGER, AGENT FOR BP/ARCO

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NO.	DATE	REVISION DESCRIPTION
04-12-10	REVISED ELEVATIONS	
06-02-10	GENERAL REVISION	
06-24-10	GENERAL REVISION	

REMARKS:

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EXISTING ARCO FACILITY

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DESIGNED BY:	ALLIANCE/DEMA
CHECKED BY:	BP/DEMA
APPROVED BY:	ALLIANCE/DEMA
DATE:	PROJECT NO. 13179

EXISTING BUILDING ELEVATIONS

SHEET NO.