

MEETING DATE: 04/02/12

AGENDA ITEM: CITY COUNCIL AGENDA ITEM: Public Hearing for Consideration by the City Council of a Tentative Tract Map, to subdivide the property at 11957 Washington Boulevard into 31 airspace units (30 residential and one ground floor retail) for the development of a 3-Story Mixed-Use Development (Retail and Residential).

ATTACHMENTS

	<u>Pages</u>
1. Proposed City Council Resolution No. 2012-R___ approving Tentative Tract Map, TTM P-2011163 (Tentative Tract Map No. 71799).	1 - 6
2. Planning Commission Resolution No. 2011-P005.	7 - 44
3. Tentative Tract Map No. 71799.	45
4. Vicinity Map.	46
5. Preliminary Development plans dated November 23, 2011 (for reference only).	47 - 59
6. Letter From Bastion (Applicant).	60 - 61

RESOLUTION NO. 2012-R__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING TENTATIVE TRACT MAP NO. 71799, TTM P-2011163, FOR THE CREATION OF A ONE (1) LOT SUBDIVISION FOR CONDOMINIUM PURPOSES CREATING THIRTY ONE (31) AIRSPACE UNITS AT 11957 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Tentative Tract Map No. 71799, TTM P2011163)

WHEREAS, on October 24, 2011, Bastion Development filed Site Plan Review, Administrative Modification, Administrative Use Permit, and Tentative Tract Map applications to construct a three-story, 40-foot high, 55,019 square foot mixed use development with 8,682 square feet of ground floor commercial space, and 30 residential dwelling units with 90 parking spaces (the "Project"). The Project site is described more fully as Lots 1, 42, and 41 of Block B of Tract No 3842, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, on December 14, 2011, after a duly noticed public hearing on the subject applications, including full consideration of the application, plans, staff report, environmental information and all testimony presented, the Planning Commission (i) adopted a Mitigated Negative Declaration, in accordance with the California Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant adverse environmental impacts; and (ii) adopted Resolution No. 2011-P005, conditionally approving Site Plan Review, SPR P-2011162, Administrative Modification, AM P-2011159, and Administrative Use Permit, AUP P-2011160 and recommending to the City Council approval of Tentative Tract Map No. 71799, TTM P-

1 2011163, for the creation of a one lot subdivision for condominium purposes so as to
2 develop thirty (30) residential air space units and one (1) commercial airspace unit; and

3 WHEREAS, on April 2, 2012, after conducting a duly noticed public
4 hearing on the aforementioned Tentative Tract Map, including full consideration of the
5 applications, plans, staff reports, environmental information, Planning Commission
6 recommendation, and all testimony presented; the City Council (i) by a vote of ____ to
7 ____, determined that no new information has become available and no changes in the
8 proposed Project have been made since the Planning Commission adopted the
9 Mitigated Negative Declaration and, therefore, no additional environmental analysis is
10 required; and (ii) by a vote of ____ to ____, approved Tentative Tract Map No. 71799,
11 TTM P-2011163, subject to Conditions of Approval referenced herein below.
12

14 NOW, THEREFORE, the City Council of the City of Culver City, California,
15 DOES HEREBY RESOLVE as follows:

16 Section 1. Pursuant to the foregoing recitations and the provisions of
17 Culver City Municipal Code (CCMC) Title 15, Section 15.10.265, required findings for a
18 Tentative Tract Map, the following findings are hereby made:
19

20 **A. The proposed map is consistent with the General Plan.**

21 The proposed tentative tract map is consistent with the General Plan Land Use
22 and Housing Elements in that the proposed commercial and residential "mixed
23 use" subdivision shall provide new commercial and residential opportunities
24 along a commercial corridor in the West Washington Boulevard area as
encouraged by Objective 24 for the City's Western Sub-Area and Policy 24.B of
the General Plan Land Use Element.

25 **B. The design of the proposed subdivision is consistent with the General**
26 **Plan.**

27 The design of the proposed commercial and residential "mixed use" subdivision
28 is consistent with the General Plan Land Use Element in that the design of the
mixed use development provides an aesthetically pleasing location for
commercial and residential users. Sufficient ground floor air space and

1 residential air space along with balconies provide incentives for the use of the
2 mixed use development furthering the goals of Objective 24 and Policy 24.B.
3 The proposed uses are consistent with the objectives of the General Plan
4 General Corridor land use designation that encourage new commercial and
5 residential opportunities.

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9 **C. The site is physically suitable for the type of development.**

10 The site is physically suitable for the proposed commercial and residential "mixed
11 use" subdivision in that the Project complies with all zoning standards and the
12 proposed structures shall meet all applicable development standards [i.e.,
13 setback, height, parking and use].

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17 **D. The site is physically suitable for the proposed density of development.**

18 The site is physically suitable for the density of the proposed residential portion of
19 the "mixed use" subdivision in that the site allows for the number of housing units
20 proposed and is consistent with code required residential density limits with the
21 incorporation of a City Council approved community benefit. The Project
22 incorporates streetscape community benefits in return for an increase in the base
23 density from 35 dwelling units per acre to 50 dwelling units per acre. The
24 Project's increased density to 50 dwelling units per acre is consistent with
25 expected growth projections and thresholds of development for the City as
26 delineated in the General Plan Land Use Element.

27
28 **E. The design of the subdivision is not likely to cause substantial
environmental damage or substantially and avoidably injure fish or wildlife
or their habitat.**

The proposed commercial and residential "mixed use" tentative tract map
subdivision together with the onsite and offsite improvements shall not cause any
known environmental damage and shall not damage any fish and/or wildlife
habitats because such fish and/or wildlife habitats do not exist on or near the site.

**F. The design of the subdivision is not likely to cause serious public health
problems.**

The proposed commercial and residential "mixed use" tentative tract map
subdivision together with the onsite and offsite improvements shall not cause any
known serious public health problems because all applicable zoning code
development standards shall be met, and the applicant is required to meet all of
the conditions of approval that the reviewing agencies of the City, such as the
Fire Prevention Division, Planning Division, Building and Safety Division and the
Engineering Division have recommended for the Project. The uses proposed for
this subdivision are consistent with commercial corridor land uses as allowed in
the Zoning Code.

1 G. The design of the subdivision will not conflict with easements, acquired by
2 the public at large, for access through or use of, property within the
3 proposed subdivision.

4 The proposed commercial and residential "mixed use" tentative tract map
5 subdivision and the onsite and offsite improvements shall not conflict with any
6 existing and/or proposed easements. The Project will involve the partial street
7 vacation of Marcasel Avenue. Any reservation of utility easements and/or
8 relocation of utilities along with construction of new curb, gutter, and sidewalk will
9 be required as part of the site plan review and will be completed or bonded for
prior to final recordation of the map that incorporates the partial vacation. The
narrowing of the Marcasel Avenue public right-of-way and conversion of the
street fronting the Project to a one-way southbound street will benefit the
residential community to the north of the Project by eliminating cut through traffic.

10 SECTION 2. Pursuant to the foregoing recitations and findings, the City Council
11 of the City of Culver City, California, hereby approves Tentative Tract Map, TTM P-
12 2011163; subject to the conditions of approval set forth in Exhibit A attached hereto and
13 incorporated herein by this reference.
14

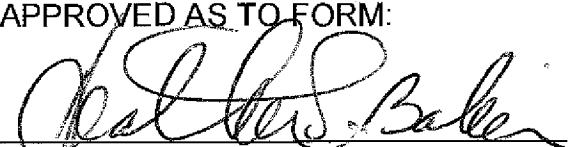
15 APPROVED and ADOPTED this ____ day of _____, 2012.
16

17
18 _____
19 Micheál O'Leary, MAYOR
20 City of Culver City, California

21 ATTEST:

APPROVED AS TO FORM:

22
23 _____
24 MARTIN R. COLE, City Clerk

25 *for* 
CAROL A. SCHWAB, City Attorney

26 A12-116
27
28

EXHIBIT A
RESOLUTION NO. 2012-R_____
Tentative Tract Map, TTM P-2011163 (TTM No. 71799)
11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
1.	All required boundary monuments shall be installed prior to the recording of the final map. At a minimum, a spike and washer shall be set on the centerline of Marcasel Avenue at the intersection of the prolongation of the project's northerly boundary and on the centerline of Washington Boulevard with the intersection of the prolongation of the project's easterly boundary. Each monument shall be tied to at least three (3) points, with lead and tags, and centerline tie notes filed with the Engineering Division.	Public Works	Special	
2.	If required, an improvement bond and agreement shall be filed with the City prior to the recording of the final map for those improvements awaiting completion and approved by the City Engineer to be bonded. The bond shall include, but not be limited to, labor and material and be based on estimated construction costs as provided by the City.	Public Works	Special	
3.	The final map shall be submitted to the County of Los Angeles Department of Public Works for review, approval and recordation. After approval of the technical aspect of the map by Los Angeles County, and prior to recordation, the final map shall be approved by the City. A copy of the first plan check package as submitted to Los Angeles County shall also be submitted concurrently to the Culver City Engineering Division for review.	Public Works	Special	
4.	A copy of the final map in digital and mylar format shall be filed with the Engineering Division prior to final acceptance by the City.	Public Works	Special	

EXHIBIT A
RESOLUTION NO. 2012-R____
Tentative Tract Map, TTM P-2011163 (TTM No. 71799)
11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
5.	The final map shall be recorded prior to the issuance of any Certificate of Occupancy for any residential air space unit.	Public Works	Special	
6.	The final map shall conform to the conditionally approved tentative map approved by the Planning Commission on December 14, 2011.	Public Works	Special	
7.	The applicant shall show the partial street vacation of Marcasel Avenue and any required easements on the final map.	Public Works	Special	
8.	The tentative tract map shall expire within three (3) years after the date it becomes effective unless the applicant submits an extension request in writing to the Planning Manager and is granted said extension by the Planning Manager or the Planning Commission or the City Council.	Public Works	Special	
9.	A copy of the first plan check package as submitted to the Los Angeles County Department of Public Work shall also be submitted concurrently to the Culver City Engineering Division for review.	Public Works	Special	
10.	The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the State of California.	Public Works	Special	
11.	The project boundary shall be tied to at least one (1) City global positioning satellite (GPS) monument.	Public Works	Special	
12.	The final map shall include a corner cut off at the northeast corner of Marcasel Avenue and Washington Boulevard to be dedicated for street purposes.	Public Works	Special	

RESOLUTION NO. 2011-P005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-2011162; ADMINISTRATIVE MODIFICATION, AM P-2011159; AND ADMINISTRATIVE USE PERMIT, AUP P-2011160 AND RECOMMENDING TO THE CITY COUNCIL APPROVAL OF TENTATIVE TRACT MAP, TTM P-2011163 FOR A THREE STORY MIXED USE DEVELOPMENT TOTALING 55,019 SQUARE FEET AT 11945, 11953, & 11955/57 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Site Plan Review, SPR P-2011162)
(Administrative Modification, AM P-2011159)
(Administrative Use Permit, AUP P-2011160)
(Tentative Tract Map, TTM P-2011163; TTM No. 71799)

WHEREAS, on October 24, 2011, Bastion Development filed Site Plan Review, Administrative Modification, Administrative Use Permit, and Tentative Tract Map applications to construct a three-story, 40-foot high, 55,019 square foot mixed use development with 8,682 square feet of ground floor commercial space, and 30 residential dwelling units with 90 parking spaces. The project site is described more fully as Lots 1, 42, and 41 of Block B of Tract No 3842, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement the proposed project, approval of the following applications is required:

1. Site Plan Review: To ensure compliance with the required standards and City ordinances and establish all onsite and offsite conditions of approval to reflect the site features and compatibility of the proposed project with the uses on adjoining properties; and,
2. Administrative Modification: For the reduction of the parking stall length and drive aisle width; and,
3. Administrative Use Permit: To allow tandem parking spaces for some of the project's residential parking; and ,

1 4. Tentative Tract Map: To allow the creation of a one-lot subdivision for condominium
2 purposes.

3 WHEREAS, on December 14, 2011, after conducting a duly noticed public hearing on
4 the subject applications, including full consideration of the application, plans, staff report,
5 environmental information and all testimony presented, the Planning Commission (i) by a
6 vote of **4 to 0**, adopted a Mitigated Negative Declaration, in accordance with the California
7 Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in
8 significant adverse environmental impacts; and (ii) by a vote of **3 to 1** conditionally approved
9 Site Plan Review, SPR P-2011162, Administrative Modification, AM P-2011159, and
10 Administrative Use Permit, AUP P-2011160 as set forth herein below; and (iii) by a vote of **3**
11 **to 1**, recommended to the City Council that Tentative Tract Map, TTM P-2011163 should be
12 conditionally approved as set forth herein below.
13
14
15

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

18 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
19 Municipal Code (CCMC), the following findings are hereby made:
20

21 **Site Plan Review:**

22 As outlined in CCMC Title 17, Section 17.540.020, the following required findings for a Site
23 Plan Review are hereby made:

- 24 **A. The general layout of the project, including orientation and location of buildings,**
25 **open space, vehicular and pedestrian access and circulation, parking and**
26 **loading facilities, building setbacks and heights, and other improvements on the**
27 **site, is consistent with the purpose and intent of this Chapter, the requirements**
28 **of the zoning district in which the site is located, and with all applicable**
29 **development standards and design guidelines.**

The general layout of the project is consistent with the Commercial General (CG)
zoning district and the Mixed Use Development Standards. The project incorporates a

1 continuous store front of ground floor retail along Washington Boulevard to create a
2 pedestrian friendly commercial streetscape including pedestrian amenities such as
3 benches, awnings, and landscaped planters. The three-story, 40-foot high mixed use
4 building is consistent with the code required 45 foot maximum height limit for a mixed
5 use building adjacent to a Residential Medium Density Multiple (RMD) zone. The
6 project meets the requirements of the Zoning Code's 60 degree clear zone ensuring
7 that the building rear adjoining the RMD zoned neighborhood is further stepped back
8 at the second and third levels. These height and step back requirements further the
9 project's compatibility with the existing single and multi-story commercial buildings
10 surrounding the site and serve to protect the residential neighborhood at the rear of
11 the site.

12 The project provides a total of 90 on-site parking spaces to meet the Zoning Code
13 required parking for both the residential and commercial components of the project.
14 These required and excess parking spaces at the surface and subterranean levels
15 provide sufficient parking for residents, guests, employees, and customers. Sufficient
16 loading area is provided through an on-site standard parking space adjacent to the
17 rear entrance of the project's ground floor retail frontage.

18 The proposed vehicular access locations are anticipated to operate adequately, with
19 no external vehicular queuing on the fronting streets, and no significant internal
20 queuing within the parking areas. The structure is well designed for pedestrian
21 access to the ground floor retail spaces with street level storefronts along Washington
22 Boulevard and wrapping around Marcasel Avenue, as well as from the surface level
23 parking with direct access to the rear of the commercial tenant spaces. Adequate
24 pedestrian residential access is achieved through both a surface level lobby off of
25 Marcasel Avenue near Washington Boulevard and through a common
26 commercial/residential elevator that has a secured key code access for the project's
27 residential levels.

28 Compliant with minimum Code required residential open space standards, the project
29 will include private balconies ranging in area from 91 square feet to 180 square feet
and an interior central courtyard on the first residential level and an open central
common balcony system on the second residential level.

30 **B. The architectural design of the structure and the materials and colors are
31 compatible with the scale and character of surrounding development and other
32 improvements on the site and are consistent with the purpose and intent of this
33 Chapter, the requirements of the zoning district in which the site is located, and
34 with all applicable development standards and design guidelines.**

35 The building is designed to be compatible with the adjacent residential uses to the
36 north and to provide a pedestrian oriented streetscape along Washington Boulevard
37 and Marcasel Avenue. The building is well articulated with the use of step backs,
38 canopies, private balconies for residential uses on the second and third floors, and
39 substantial use of planter areas at the rear of the building and within the second level

interior courtyard. These features will provide visual interest to all four sides of the building.

More specifically, the proposed project is an architecturally modern building making use of a variety of building materials including, various types of glazing, glass store fronts, aluminum, metal canopies and trellises, wood siding and trellises, corrugated sheet metal, concrete, and stucco. The colors (and materials), a mix of earth and sky blue tones, will enhance rather than conflict with the character of the neighborhood and will provide an interesting aesthetic view. The project will provide an enhanced aesthetic view as compared to the site's current partially vacant character that includes two apartment buildings with outdated designs lacking in articulation and design features. The building will have a step-back design feature at the rear that will lessen the visual massing of the new building thereby respecting the scale and size with the existing multi-family residential building to the rear of the site.

The building frontage along Washington Boulevard will have a near zero setback and turning the corner at Marcase, will have an enhanced pedestrian plaza area with a ground level colonnade approximately 5 to 7 feet deep. This setback area along with structural canopies and glass storefronts along Washington Boulevard will accommodate pedestrian amenities such as landscaped planter areas, seating niches for tables and benches, and building canopies to provide for a pedestrian friendly street edge. This will further establish a pedestrian feature for future development and redevelopment of surrounding commercial sites. Step backs at varying locations along the second and third stories will accommodate balconies enhancing the building's articulation. Roof top tower features fronting Washington Boulevard will provide a sense of varying height while adhering to Zoning Code height limits and allowed height projections for roof top architectural features. The project's mechanical equipments and refuse containers have been designed to be concealed from the street, public places and neighboring properties.

C. The landscaping, including the location, type, size, color, texture, and coverage of plant materials, provisions for irrigation, and protection of landscape elements has been designed to create visual relief, complement structures, and provide an attractive environment and is consistent with the purpose and intent of this Chapter, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.

The proposed landscaping meets all Zoning Code requirements and provides a visual relief that also acts to compliment the use of the building's reddish/orange colored stucco and wood sidings and trellises. Full growth deep root trees at the rear will provide a buffer to the adjacent residential lot. These trees will also assist in minimizing the sense of bulk for the adjacent residential property.

Off-site streetscape improvements will also include landscaping features that will enhance the vicinity around the project and assist in creating a pedestrian and environmentally friendly area for the portion of Washington Boulevard at the

1 intersection with Marcasel Avenue. Landscaping elements of the streetscape
2 improvements will include new street trees along Marcasel Avenue and Washington
3 Boulevard, sidewalk benches along Marcasel Avenue, and decorative hardscape
4 along the sidewalk. In addition, along Washington Boulevard, beyond the project's
5 east boundary, the centerline of Washington Boulevard will be enhanced with a
6 raised, curbed landscaped medium in conformance with Phase 6 of the West
7 Washington Area Improvement Plan (AIP). This will further enhance the project site
8 and its surroundings and will provide a visual aesthetic that helps to improve the
9 overall environment of the surrounding area making it more attractive to potential
10 customers of the project and surrounding businesses. Overall, the on-site and off-site
11 landscaping improvements will complement the modern style of architecture for this
12 site and soften that new style and the massing of the proposed building.

13 **D. The design and layout of the proposed project will not interfere with the use and**
14 **enjoyment of neighboring existing or future development, will not result in**
15 **vehicular or pedestrian hazards, and will be in the best interest of the public**
16 **health, safety, and general welfare.**

17 The proposed location of the mixed use project will not result in conflicts with uses in
18 the existing adjacent residential neighborhood and commercial area. The project has
19 been designed to conform to all applicable provisions of the Mixed Use Development
20 Standards, Commercial General (CG) Zone, and all other applicable City development
21 standards. The building mass and scale is modest compared to the base zoning
22 height and setback allowances and has been designed to be compatible with the
23 adjacent residential uses to the north and to provide a pedestrian oriented streetscape
24 along Washington Boulevard and Marcasel Avenue with the use of streetscape
25 improvements such as an extra wide sidewalk, decorative paving, street benches, bike
26 racks, and street trees. The proposed 8,682 square foot commercial space fronting
27 Washington Boulevard will reinforce and complement the existing commercial uses
28 along Washington Boulevard. This new commercial space along with the off-site
29 streetscape improvements noted above will encourage active use of the site by nearby
residential and commercial occupants. This will lessen potential conflicts with nearby
residential and commercial areas because the development will become an integral
component of the local community.

Both the driveway off of Washington Boulevard and the exit only driveway off of
Marcasel Avenue will minimize potential cut-through traffic via the residential area to
the north. The Marcasel Avenue exit is a left turn only leading to one-way southbound
Marcasel Avenue which in turn leads to Washington Boulevard (away from the
residential area). A two-way left turn middle lane provides access to and from the site
for Washington Boulevard traffic traveling in either direction. With these access
design features and the lack of an alley at the rear of the project cut through traffic and
impacts to the north are minimal or non-existent.

The proposed access locations are anticipated to operate adequately, with no external
vehicular queuing on the fronting streets, and no significant internal queuing within the

1 parking areas. Visibility for drivers entering or exiting the site driveways is not
2 anticipated to be a concern. Vehicles entering the site's driveway are provided with
3 adequate maneuvering room both along the fronting street and within the site itself.
4 Site distance and driver visibility of oncoming vehicles at the site exits are also
5 acceptable.

6 The subterranean garage parking has a secured gate and fence to segregate the few
7 commercial parking spaces and residential guest spaces from the parking for
8 residential tenants. These vehicle and pedestrian access features along with the
9 more than adequate on-site parking (4 extra commercial spaces) will lessen the
10 possibility of interference with the use and enjoyment of adjacent residential and
11 commercial areas and future development and will reduce the possibility of vehicular
12 or pedestrian hazards.

13 Mandatory mixed use performance standards that require walls, floors, and ceilings to
14 be insulated to protect the project's residential users from potential noise impacts
15 created by the ground floor commercial uses will further lessen the potential for project
16 created hazards. Other aspects of these performance standards will include cross
17 ventilation and high quality HVAC systems for residential units, illumination of parking
18 areas, residential protection from commercial loading areas, and adequate sidewalk
19 pedestrian lighting.

20 **E. The existing or proposed public facilities necessary to accommodate the**
21 **proposed project (e.g., fire protection devices, parkways, public utilities,**
22 **sewers, sidewalks, storm drains, street lights, traffic control devices, and the**
23 **width and pavement of adjoining streets and alleys) will be available to serve the**
24 **subject site.**

25 The existing and proposed public service facilities necessary to accommodate the
26 project such as: the width and pavement of the adjoining streets, traffic control
27 devices, sewers, storm drains, sidewalks, street lights, proposed street trees, fire
28 protection devices, and public utilities are provided for adequately as confirmed by the
29 City agencies that reviewed the project during the interdepartmental review process.

F. The proposed project is consistent with the General Plan and any applicable
specific plan.

The project is consistent with the General Plan General Corridor Land Use
designation. The project is located within the City's Redevelopment Project
Component Area No. 4 and as required by redevelopment law, the land uses
designated in the Redevelopment Plan area are consistent with those identified in the
Culver City General Plan Land Use Element. The project will provide for new
community serving commercial uses that will provide for the revitalization of a
commercial corridor through new development on a currently partially vacant lot, which
is consistent with Objective 6 of the General Plan Land Use Element. The ground
floor retail and decorative sidewalk with room for outdoor seating will encourage local

1 pedestrian use of the site and the new retail space will encourage local patronage of
2 project. This commercial activity along with the residential aspect of the mixed use
3 project is consistent with General Plan Land Use Objective 24 which calls for
4 protection and enhancement of residential and business uses within the City's
5 Western Sub-Area. The application does not include any variance or request to
6 amend the General Plan, Redevelopment Plan or Zoning designation other than an
7 administrative modification for drive aisle widths and parking stall lengths that by code
8 is allowed for up to a 10% reduction.

9 The proposed project includes an increased residential unit density from 35 dwelling
10 units per acre to 50 dwelling units per acre in return for an applicant sponsored
11 community benefit which includes payment of construction and maintenance for
12 approximately 30 years of streetscape improvements consistent with the West
13 Washington Area Improvement Plan. This allowed density increase is consistent with
14 the March 10, 2008, Culver City City Council adopted resolution number 2008-R015
15 establishing a Community Benefit Incentive Program in connection with the Mixed Use
16 Development Standards. This density increase is consistent with expected thresholds
17 of development and build out projections as delineated in the General Plan Land Use
18 Element.

19 The project as proposed will incorporate design features such as progressively
20 increased setbacks from the adjacent residential properties, a landscape buffer
21 between the site and the adjacent residential property at the rear, and building step-
22 backs to be in scale and size with the surrounding single and multi-story buildings.
23 These design features are consistent with General Plan Land Use Policy 16.C that
24 encourages compatible commercial uses adjacent to residential lots in areas of
25 Washington Boulevard. The glass storefront retail building frontage along Washington
26 Boulevard will be set back at near zero feet at the ground floor to encourage
27 pedestrian use of the commercial space. The project site will incorporate off-site
improvements such as new curb, gutter, sidewalk, street benches, and street trees as
well as West Washington Area Improvement Plan Phase 6 Landscape Medium
improvements. Such commercial frontage off-site improvements furthers the intent of
General Plan Land Use Policy 6.I that calls for the planning of streetscape
improvements such as street trees and landscaping and façade improvements along
commercial corridors.

28 This project is consistent with the General Plan Housing Element which calls for an
29 increase in the City's housing stock. All California cities and counties are subject to
30 the California State Regional Housing Needs Assessment (RHNA). The City's
31 allocation for the current RHNA cycle is 504 units and this project will address a
32 portion of Culver City's share of the RHNA by constructing 30 market rate units.

Administrative Modification:

33 As outlined in CCMC Title 17, Section 17.550.020, the following required findings for an
34 Administrative Modification are hereby made:

1 **A. The strict application of the applicable development standards creates an**
2 **unnecessary, involuntary created hardship or unreasonable regulation which**
3 **makes it obviously impractical to require compliance with the development**
4 **standards.**

5 The applicant is requesting an Administrative Modification to: reduce the required
6 parking aisle width of 27 feet by 1-foot, 10-inches and allowing for a width of 25-feet,
7 2-inches at the surface level; reduce the required parking aisle width by 2-feet, 6-
8 inches and allowing for a width of 24-feet, 6-inches at the subterranean level; and
9 reduce the required parking stall length of 18 feet by 1-foot and allowing for a length of
10 17 feet in the subterranean level. The project originally provided the minimum
11 required 2-foot planter strip at the rear of the development's frontage adjacent to a
12 residential zone (and use). In order to provide enhanced screening and privacy to the
13 nearby residential areas behind the development, staff requested that the 2 foot
14 landscape planter strip be increased to 5 to feet to provide for significant planting of
15 deep root trees that have significant height and spread. This staff requested
16 enhanced strip narrows the site's geometry and its ability to provide the code required
17 27 foot wide drive aisle at both the surface and subterranean parking levels.

18 The requested modification is at or below the maximum allowed 10% adjustment as
19 stated in Zoning Code Section 17.550 - Variances and Modifications. Additionally, the
20 requested reduced backup and stall lengths noted above will be sufficient for
21 automobiles to maneuver into and out of the surface and subterranean parking spaces
22 and will not cause a negative impact to the projects vehicular circulation.

23 **B. Approval of the Administrative Modification would not be detrimental to the**
24 **public health, interest, safety, or general welfare and would not be detrimental**
25 **or injurious to property or improvements in the vicinity and in the same zoning**
26 **district.**

27 Approval of the Administrative Modification will not be detrimental to the general
28 welfare or injurious to property in the vicinity. The required parking will be located on-
29 site and will provide a backup space and stall lengths as noted in Finding A which are
sufficient in providing adequate maneuvering. The modification will not have a direct
impact on the neighboring properties because the parking spaces will be located on-
site. Approval of the proposed modification will not prevent development or limit the
use of neighboring properties. Furthermore, approval of the Administrative
Modification will allow for an enhanced landscape strip that includes trees at the rear
of the site. This feature will act as a landscape buffer for the neighboring residential
area thereby improving the overall public health and general welfare of the project's
vicinity.

30 **C. The project is consistent with the General Plan and complies with all other**
31 **applicable provision of this title.**

32 The proposed design, location, and width of the on-site backup space and stall length

will not have an impact on adjacent uses and therefore is found to be compatible with the existing and future residential and commercial land uses in the vicinity of the subject site. The back-up space and stall lengths noted in Finding A above are sufficient to maneuver into and out of the surface and subterranean parking spaces. This Zoning Code allows this type of modification and by permitting the reduction in the drive aisle widths and stall lengths. The modification will not make the project inconsistent with the General Plan as all of the Site Plan Review required General findings will still be met.

Administrative Use Permit:

As outlined in CCMC Title 17, Section 17.530.020, the following required findings for an Administrative Use Permit are hereby made:

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

The existing Commercial General (CG) zoning designation allows the proposed use of tandem parking subject to an Administrative Use Permit as outlined in CCMC Section 17.320.035.C.1.b, and the proposed tandem parking layout complies with all other applicable provisions regarding parking design and layout guidelines. Each stall is nine (9) feet in length and with a companion Administrative Modification, 34 feet in depth and a proper aisle width is provided.

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

The proposed use of tandem parking to facilitate in the development of the residential portion of a mixed use project is consistent with the "General Corridor" General Plan Land Use Designation. The General corridor designation encourages a range of uses including medium density housing compatible with adjacent residential neighborhoods. Each pair of tandem spaces will be assigned to one residential unit and the tandem parking will facilitate the full use of the residential condominiums.

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

The proposed use, design, location, size and operating characteristics of the tandem parking spaces will not have an impact on adjacent uses and are therefore found to be compatible with the existing and future residential and commercial land uses in the vicinity of the subject site. All tandem spaces will be located in a subterranean, secured residential parking area with each pair assigned to one tenant each. Further, each tandem pair is nine (9) feet in width by 34 feet in length, sufficient for two vehicles to maneuver into and out of said spaces. Overall the tandem parking

1 facilitates the residential portion of the mixed use project and helps to revitalize the
2 site's semi vacant appearance. This revitalization and residential and commercial mix
is compatible with potential future mixed use projects along Washington Boulevard.

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

6 The generally flat configuration of the site, the vehicular access to the site from
7 Washington Boulevard and the exiting of the site onto Washington Boulevard via
8 southbound Marcasel Avenue, the adequate design of the ramp down into the
9 subterranean parking where the tandem parking is located, and the proposed onsite
10 parking configuration is physically suitable to accommodate tandem parking. The
11 tandem parking is compatible with the adjoining commercial and residential uses
because of its secured nature and the assignment of pairs to one unit each which will
lessen parking impacts by the project on adjoining commercial and residential
neighborhoods. The tandem parking will not impact any utilities and there are no
physical constraints that would prevent the use of tandem parking.

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

16 The establishment of tandem parking on the site through this approval subject to the
17 conditions of approval will not be detrimental to the public interest, health, safety or
18 general welfare or injurious to persons, property or improvements in the surrounding
commercial zoning district or vicinity since said tandem parking will not generate any
onsite or offsite impacts.

19 **Tentative Tract Map No. 71799:**

20 As outlined in CCMC Title 15, Section 15.10.265, the following required findings for a
21 Tentative Tract Map are hereby made:

- 22 **A. The proposed map is consistent with the General Plan.**

23 The proposed tentative tract map is consistent with the General Plan Land Use and
24 Housing Elements in that the proposed commercial and residential "mixed use"
25 subdivision shall provide new commercial and residential opportunities along a
26 commercial corridor in the West Washington Boulevard area as encouraged by
27 Objective 24 for the City's Western Sub-Area and Policy 24.B of the General Plan
Land Use Element.

1 **B. The design of the proposed subdivision is consistent with the General Plan.**

2 The design of the proposed commercial and residential "mixed use" subdivision is
3 consistent with the General Plan Land Use Element in that the design of the mixed
4 use development provides an aesthetically pleasing location for commercial and
5 residential users. Sufficient ground floor air space and residential air space along with
6 balconies provide incentives for the use of the mixed use development furthering the
7 goals of Objective 24 and Policy 24.B. The proposed uses are consistent with the
8 objectives of the General Plan General Corridor land use designation that encourage
9 new commercial and residential opportunities.

10 **C. The site is physically suitable for the type of development.**

11 The site is physically suitable for the proposed commercial and residential "mixed use"
12 subdivision in that the project complies with all zoning standards and the proposed
13 structures shall meet all applicable development standards [i.e., setback, height,
14 parking and use].

15 **D. The site is physically suitable for the proposed density of development.**

16 The site is physically suitable for the density of the proposed residential portion of the
17 "mixed use" subdivision in that the site allows for the number of housing units
18 proposed and is consistent with code required residential density limits with the
19 incorporation of a City Council approved community benefit. This project incorporates
20 streetscape community benefits in return for an increase in the base density from 35
21 dwelling units per acre to 50 dwelling units per acre. The project's increased density
22 to 50 dwelling units per acre is consistent with expected growth projections and
23 thresholds of development for the City as delineated in the General Plan Land Use
24 Element.

25 **E. The design of the subdivision is not likely to cause substantial environmental
26 damage or substantially and avoidably injure fish or wildlife or their habitat.**

27 The proposed commercial and residential "mixed use" tentative tract map subdivision
28 together with the onsite and offsite improvements shall not cause any known
29 environmental damage and shall not damage any fish and/or wildlife habitats because
such fish and/or wildlife habitats do not exist on or near the site.

30 **F. The design of the subdivision is not likely to cause serious public health
31 problems.**

32 The proposed commercial and residential "mixed use" tentative tract map subdivision
33 together with the onsite and offsite improvements shall not cause any known serious
34 public health problems because all applicable zoning code development standards
35 shall be met, and the applicant is required to meet all of the conditions of approval that
36 the reviewing agencies of the City, such as the Fire Prevention Division, Planning

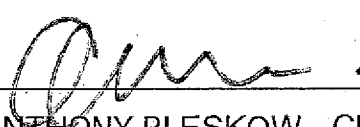
1 Division, Building and Safety Division and the Engineering Division have
2 recommended for the project. The uses proposed for this subdivision are consistent
3 with commercial corridor land uses as allowed in the Zoning Code.

4 **G. The design of the subdivision will not conflict with easements, acquired by the
5 public at large, for access through or use of, property within the proposed
6 subdivision.**

7 The proposed commercial and residential "mixed use" tentative tract map subdivision
8 and the onsite and offsite improvements shall not conflict with any existing and/or
9 proposed easements. The project will involve the partial street vacation of Marcase
10 Avenue. Any reservation of utility easements and/or relocation of utilities along with
11 construction of new curb, gutter, and sidewalk will be required as part of the site plan
12 review and will be completed or bonded for prior to final recordation of the map that
13 incorporates the partial vacation. The narrowing of the Marcase Avenue public right-
14 of-way and conversion of the street fronting the project to a one-way southbound
15 street will benefit the residential community to the north of the project by eliminating
16 cut through traffic.

17 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
18 Commission of the City of Culver City, California, hereby approves Site Plan Review, SPR P-
19 2011162; Administrative Modification, AM P-2011159; and Administrative Use Permit, AUP
20 P-2011160; and hereby recommends that the City Council approve Tentative Tract Map,
21 TTM P-2011163; subject to the conditions of approval set forth in Exhibit A attached hereto
22 and incorporated in herein by this reference.

23 APPROVED and ADOPTED this 14th day of December 2011.

24 
25 ANTHONY PLESKOW - CHAIRPERSON
26 PLANNING COMMISSION
27 CITY OF CULVER CITY, CALIFORNIA

28 Attested by:

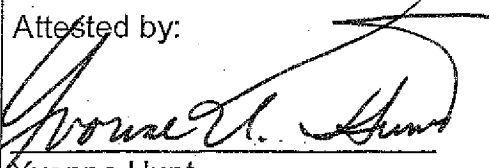
29 
Yvonne Hunt
Administrative Secretary

EXHIBIT A
RESOLUTION NO. 2011-P005

Case Nos: Site Plan Review, SPR P-2011162; Administrative Modification, AM P-2011159;
Administrative Use Permit, AUP P-2011160; Tentative Tract Map, TTM P-2011163 (TTM No. 71799)
11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on three-story, 40-foot high, 55,019 square foot mixed use development with 8,682 square feet of ground floor commercial space, and 30 residential dwelling units with 90 parking spaces. (the "Project"), for the property located at 11945, 11953, & 11955/57 Washington Boulevard (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 –"Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
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 the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – “General Property Development and Use Standards”.	Planning	Standard	
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - “Landscaping”.	Planning	Standard	
8.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - “Off-Street Parking and Loading”.	Planning	Standard	
9.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - “Signs”. All signs require a separate permit and approval.	Planning	Standard	
10.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
11.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer.	Public Works	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
12.	Drainage devices, concrete curbs and gutters, sidewalks, drive approaches, and roadway pavement shall be designed in conformity with all provisions of the latest edition of the American Public Works Association Standard Plans ("APWA Standards").	Public Works	Standard	
13.	At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards.	Public Works	Standard	
14.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 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 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 Project shall be stored on-site in the trash enclosures.	Public Works/ Fire/ Planning	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
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 to be constructed as part of the Project 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 as determined by the Building Official and Fire Marshal; and all other applicable provisions of the CCMC 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 enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
18.	The Project shall comply with all applicable requirement of the Culver City Green Building Program as set forth in CCMC Section 15.02.1100, et.seq.	Building	Standard	
19.	The Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq.	Building	Standard	
20.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	

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RESOLUTION NO. 2011-P005**

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
21.	Separate Trash enclosures for both the commercial and residential components of the project shall be provided.	Public Works/ Planning	Special	
22.	All perimeter block walls shall be of decorative block and shall be approved by the Planning Division prior to installation; the perimeter wall at the rear or north elevation shall be enhanced with clinging vines that shall be reflected in the landscape and irrigation plans.	Planning	Special	
23.	The proposed drive approach on Washington Boulevard shall be designed to a high speed approach standard.	Public Works	Special	
24.	A new curb return shall be constructed at the northwesterly corner of Marcasel Avenue and Washington Boulevard with a ten feet minimum radius, to include a curb ramp per the latest edition of the American Public Works Association (APWA) Standard Plans with a City approved truncated dome.	Public Works	Special	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
25.	Marcasel Avenue shall be narrowed to a distance of fourteen feet from curb face to curb face and be a one-way southbound street beginning at the project's northerly boundary. Traffic on Marcasel Avenue shall only be allowed to make a right turn onto Washington Boulevard. No parking shall be allowed on either side of Marcasel Avenue and red curbs shall be painted along the entire length of the one-way portion of the street. The proposed public sidewalk along the project's frontage with Marcasel Avenue shall be a minimum of ten feet in width. The reconstruction of Marcasel Avenue shall include all necessary striping, legends, and signage and any necessary relocation of utilities and street lights. The final design of this narrowing shall be to the satisfaction of the City Engineer and Planning Manager.	Public Works/ Planning	Special	
26.	Due to the closure of existing drive approaches and the installation of new drive approaches, the existing parking "T's" and meter(s) along Washington Boulevard shall be relocated to the satisfaction of the City's Traffic Manager; and subject to American Public Works Association (APWA) Standard Plans, and Manual on Uniform Traffic Control Devices.	Public Works	Special	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
27.	A raised median in Washington Boulevard shall be installed to accommodate a left turn lane for west bound traffic on Washington Boulevard turning southbound on Inglewood Boulevard. A dual left turn lane shall be striped beginning at the east end of the new raised median to allow for left turn movements of east bound traffic into the project's driveway. This work shall include all striping, raised markers, legends, and signage. The existing crosswalk at the end of the proposed median shall be repainted. All painting shall be thermoplastic. The raised median shall be improved with landscaping, irrigation, and lighting in conformance with the West Washington Area Improvement Plan Phase 6 as the approved community benefit approved by the City Council in Resolution No. 2001-R086 adopted on October 24, 2011. All work shall be completed to the satisfaction of the City Engineer and Community Development Director.	Public Works/ Planning	Special	
28.	Streetscape improvements including, but not limited to, street trees and other landscaping, decorative concrete sidewalks, and street furniture (benches, trash receptacles, and bike racks) shall be installed along the project's frontage with Washington Boulevard and Marcasel Avenue to the satisfaction of the City Engineer and Community Development Director.	Public Works/ Planning	Special	
29.	New Induction streetlights shall be installed along Marcasel Avenue, to include City approved streetlight standards, pull boxes, and light fixtures per APWA Standard Plans to the satisfaction of the City Engineer.	Public Works	Special	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
30.	New induction streetlights shall be installed along Washington Boulevard, to include City approved streetlight standards, pull boxes, and light fixtures per American Public Works Association (APWA) Standard Plans to the satisfaction of the City Engineer.	Public Works	Special	
31.	Final design of the corner storefront orientation with the sidewalk and roof top element size and terminus, and building color palette shall be subject to review and approval by the Community Development Director.			
PRIOR TO BUILDING PERMIT ISSUANCE				
32.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, acknowledging and agreeing to comply with all terms and conditions established herein, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
33.	The Applicant and Property Owner shall indemnify and agree to 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 in form and substance acceptable to the City Attorney and signed by the Applicant and the Property Owner.	City Attorney	Standard	
34.	A minimum of three 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. Final design of the landscape planter at the rear property line shall be to the satisfaction of the Community Development Director and the Parks Manager.	Planning/ Parks & Rec.	Standard/ Special	
35.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
36.	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 and approved by the Building Official. Prior to commencement of work the construction contractor shall advise the Public Works Inspector and the Building Inspector ("Inspectors") of the construction schedule and shall meet with the Inspectors.	Building/ Public Works	Standard	
37.	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 also be approved by the Public Works Director.	Building/ Public Works	Standard	
38.	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 or not a special inspection was performed on such work.	Building	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
39.	A vector/pest control abatement plan prepared by a pest control specialist licensed or certified by the State of California shall be submitted for review and approval by the Planning Manager and the Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition or construction activity in order to ensure that any and all pests (including but not limited to rodents, bees, ants, and mosquitoes) that may populate the Property do not relocate to or impact adjoining properties.	Building/ Planning	Standard	
40.	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	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
41.	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 Engineer and Planning Manager for review and approval 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 City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. 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 Property, and maps showing access to and within the Property 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	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
42.	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	
43.	The Community Benefit Contribution of \$268,000 for required streetscape improvements and maintenance shall be paid to the City Finance Department.	Planning	Special	
44.	Prior to the issuance of a demolition permit, an asbestos and lead survey shall be submitted to the Planning Division and Building Safety Division for review. The survey shall indicate the requirements on remediating the site and precautions taken during demolition and transport of hazardous materials according to the state regulations and Asbestos Hazard Emergency Response Act (AHERA).	Building	Special/ CEQA Mitigation	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
45.	Secure bicycle parking shall be provided to accommodate twenty two (22) bicycles. The bicycle parking shall be provided to accommodate sixteen (16) spaces for the use of the occupants of the residential units and at least six (6) short-term parking spaces. The long-term spaces shall be provide in individual bike lockers on the subterranean floor of the project's parking structure, in front parking space No. 17. Long-term bike parking lockers shall be made available to residents free of charge, and the lockers shall be managed by the property management staff. All the short-term spaces shall be provided on the public sidewalk along Washington Boulevard, using three (3) City approved "Inverted - U" Bicycle Racks. Bicycle Parking shall meet the minimum standards specified in the City's Bicycle and Pedestrian Master Plan Design Guide, Section 1.8. The compliance with these requirements and the final bicycle parking layout shall be approved by Public Works Administration staff, prior to Issuance of any Public Works Department/Engineering Division Permit for the Project.	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
46.	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 the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
47.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
48.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
49.	The Building Division may apply administrative assessments and/ or post general stop work notices for any violations of the Conditions of Approval for the Project, and any violations of the CCMC.	Building	Standard	
50.	During all phases of construction, best efforts shall be used to ensure that all construction workers, contractors and others involved with the Project park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
51.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.	Building/ Planning	Standard	

EXHIBIT A
RESOLUTION NO. 2011-P005

Case Nos: Site Plan Review, SPR P-2011162; Administrative Modification, AM P-2011159;
Administrative Use Permit, AUP P-2011160; Tentative Tract Map, TTM P-2011163 (TTM No. 71799)
11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
52.	Prior to the commencement of any excavation, a temporary construction fence shall be installed 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	
53.	Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 7:00 PM Saturday; and 10:00 AM to 7:00 PM Sunday 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	
54.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building/ Public Works	Standard	

EXHIBIT A

RESOLUTION NO. 2011-P005

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 11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
55.	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 City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; 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	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
56.	In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC.	Building/ Planning	Standard	
57.	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 Property.	Building/ Public Works	Standard	
58.	During construction, trucks and other vehicles in loading and unloading queues must be parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.	Building	Standard	
59.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent properties. Off-site staging shall be at locations approved by the City Engineer and shall 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 Property. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
60.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on November 3, 2011 at the Project Review Committee meeting on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	
61.	All requirements of the City's Residential Development Park Dedication and In Lieu Parkland Fees, as set forth in CCMC Section 15.06.300, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided that if such requirements will be satisfied by the payment of the in-lieu parkland fee, the same shall be paid prior to the issuance of a building permit.	Planning/ Parks	Standard	
62.	All requirements of the City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit.	Cultural Affairs	Standard	

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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
63.	All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five 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	
64.	A certificate of occupancy for the approved project will be issued only upon completion of all required site improvements, satisfaction of all conditions of approval, and completion of all conditions of the Marcasel Avenue partial street vacation as may be required by the Public Works Department. The City Engineer may require at his/her discretion a bond for completion of any or all public right of way improvements associated with the street vacation.	Public Works/ Planning	Special	

EXHIBIT A

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 11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
65.	The following items shall be submitted for review and/or approval by the Planning Manager and City Engineer/City Attorney (if applicable): a. A parking plan that designates assigned parking spaces for residents, guests, commercial uses and visitors to the sites; b. The declaration of covenants, conditions and restrictions (CC&R's), the homeowners' association bylaws and, if applicable, the condominium plan (Condo Plan) (submitted to the City Attorney for approval). Additionally, the applicant shall record, concurrently with the recordation of the final map, the City approved CC&R's and, if applicable, the Condo Plan. The CC&R's shall include, but not be limited to, language that requires to the extent possible, condominium residents and business owners to park on-site and not park on neighboring residential streets. c. A covenant and agreement executed in favor of the City outlining land use restrictions per CCMC Section 17.400.065 D(4) and filed with the Los Angeles County Recorder and paid for by the owner of each residential unit within the project.	Public Works/ City Attorney Planning	Special	
ON-GOING				
66.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on December 14, 2011, excepted as modified by these Conditions of Approval.	Planning	Standard	

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Case Nos: Site Plan Review, SPR P-2011162; Administrative Modification, AM P-2011159;
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11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
67.	Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Property where there is reasonable cause to believe the Property is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	
68.	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 Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. 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 reasonable and appropriate to bring about compliance.	All	Standard	
69.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Public Works	Standard	
70.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	

EXHIBIT A

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 11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
71.	All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein.	Planning	Standard	
72.	All tandem (blocked and unblocked) parking spaces shall be assigned to the same residential unit and tandem parking shall not be made available for non-residential uses. The overall number of tandem parking spaces shall be reduced to 14 spaces(7 sets of two tandem spaces) by reconfiguring parking space numbers 13, 14, 15, 16, and 17 so that they are accessed head-in from the shared drive aisle. Said parking spaces shall be provided with individual security gates. The final configuration of said parking spaces shall be subject to review and approval by the Planning Manager.	Planning	Special	
73.	In the event that a parking district is established for the area along Atlantic Avenue (or other streets as may be appropriate) the applicant or property owner shall provide funding to establish the parking district for one year including installation of parking district signs, within Culver City and within City of Los Angeles if so approved.	Public Works/ Planning	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
74.	The property owner, and his or her successors, heirs and assigns, shall be responsible for all maintenance and costs associated with maintenance of the public right of way improvements along the Washington Boulevard and Marcasel sidewalks. Further, the property owner, and his or her successors, heirs and assigns, shall indemnify, defend and hold harmless the City and the City's elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all claims, demands, lawsuits, judgments, liability, injury or damage arising from or in any manner connected to the installation and maintenance of the Improvements. Said indemnification shall be set forth in a written instrument acceptable to the City Attorney, which shall be signed by the property owner prior to issuance of a Certificate of Occupancy.	Public Works/ Planning	Special	

EXHIBIT A

RESOLUTION NO. 2011-P005

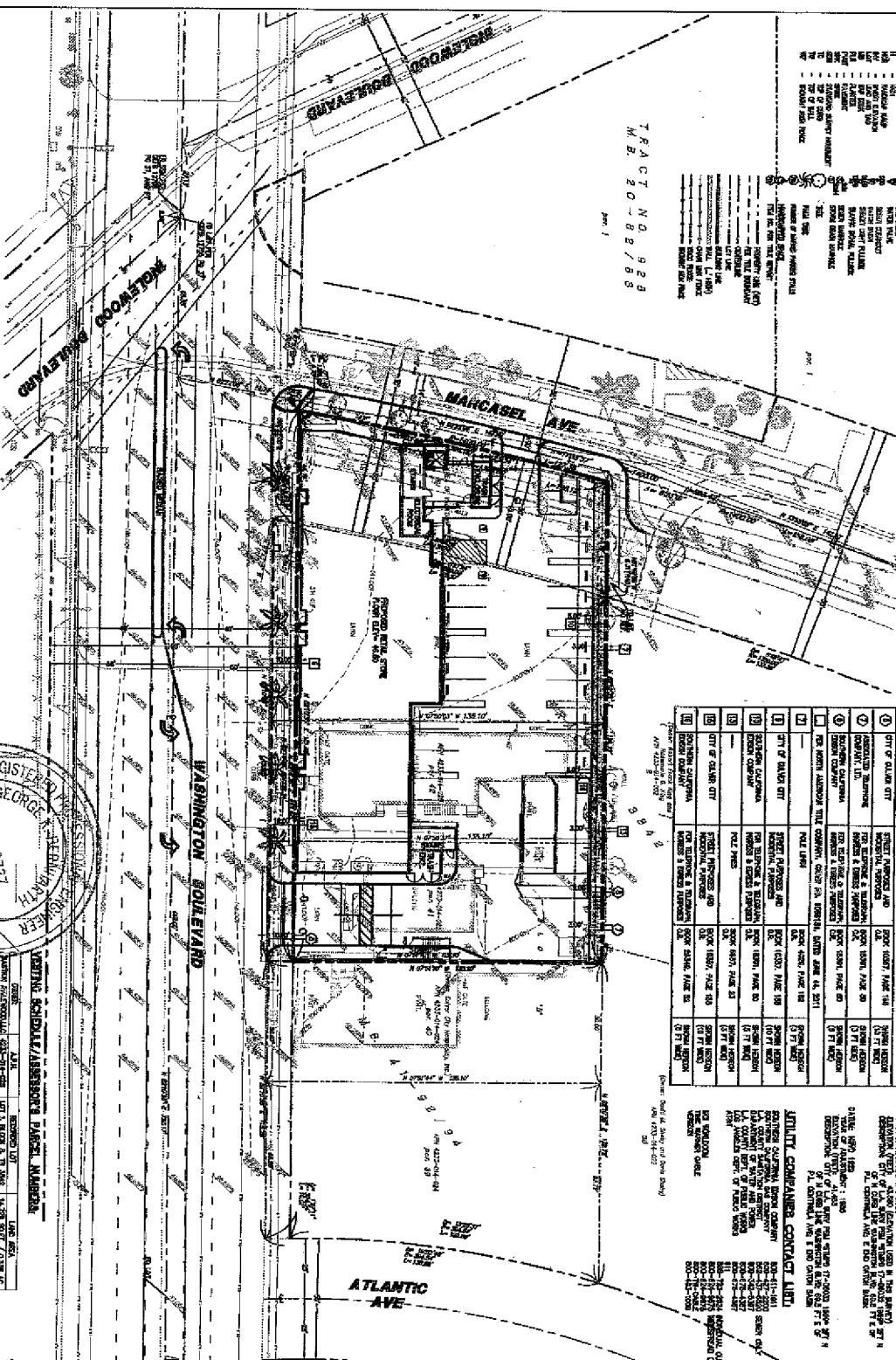
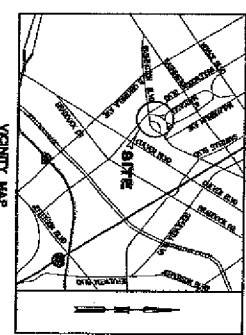
Case Nos: Site Plan Review, SPR P-2011162; Administrative Modification, AM P-2011159;
 Administrative Use Permit, AUP P-2011160; Tentative Tract Map, TTM P-2011163 (TTM No. 71799)
 11945, 11953, & 11955/57 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
TENTATIVE TRACT MAP CONDITIONS				
75.	The following conditions apply to Tentative Tract Map No. 71799, TTM P2011163: A. All required boundary monuments shall be installed prior to the recording of the final map. At a minimum, a spike and washer shall be set on the centerline of Marcasel Avenue at the intersection of the prolongation of the project's northerly boundary and on the centerline of Washington Boulevard with the intersection of the prolongation of the project's easterly boundary. Each monument shall be tied to at least three (3) points, with lead and tags, and centerline tie notes filed with the Engineering Division. B. If required, an improvement bond and agreement shall be filed with the City prior to the recording of the final map for those improvements awaiting completion and approved by the City Engineer to be bonded. The bond shall include, but not be limited to, labor and material and be based on estimated construction costs as provided by the City. C. The final map shall be submitted to the County of Los Angeles Department of Public Works for review, approval and recordation. After approval of the technical aspect of the map by Los Angeles County, and prior to recordation, the final map shall be approved by the City. A copy of the first plan check package as submitted to Los Angeles County shall also be submitted concurrently to the Culver City Engineering Division for review. D. A copy of the final map in digital and mylar format shall be filed with the	Public Works	Special	

EXHIBIT A
RESOLUTION NO. 2011-P005

Case Nos: Site Plan Review, SPR P-2011162; Administrative Modification, AM P-2011159;
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11945, 11953, & 11955/57 Washington Boulevard

	Engineering Division prior to final acceptance by the City. E. The final map shall be recorded prior to the issuance of any Certificate of Occupancy for any residential air space unit. F. The final map shall conform to the conditionally approved tentative map approved by the Planning Commission on December 14, 2011. G. The applicant shall show the partial street vacation of Marcasel Avenue and any required easements on the final map. H. The tentative tract map shall expire within three (3) years after the date it becomes effective unless the applicant submits an extension request in writing to the Planning Manager and is granted said extension by the Planning Manager or the Planning Commission or the City Council. I. A copy of the first plan check package as submitted to the Los Angeles County Department of Public Work shall also be submitted concurrently to the Culver City Engineering Division for review. J. The final map shall be prepared by a Land Surveyor or Civil Engineer licensed in the State of California. K. The project boundary shall be tied to at least one (1) City global positioning satellite (GPS) monument. L. The final map shall include a corner cut off at the northeast corner of Marcasel Avenue and Washington Boulevard to be dedicated for street purposes.			
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[illegible][illegible]

A circular professional engineer seal for George A. Williams, No. 13737, State of California. The seal features the text "REGISTERED PROFESSIONAL ENGINEER" around the top and "STATE OF CALIFORNIA" around the bottom. The center contains the name "GEORGE A. WILLIAMS" and the number "No. 13737". A signature is written across the seal.

[illegible]

NOV 10 2011

Silver City
Planning Division

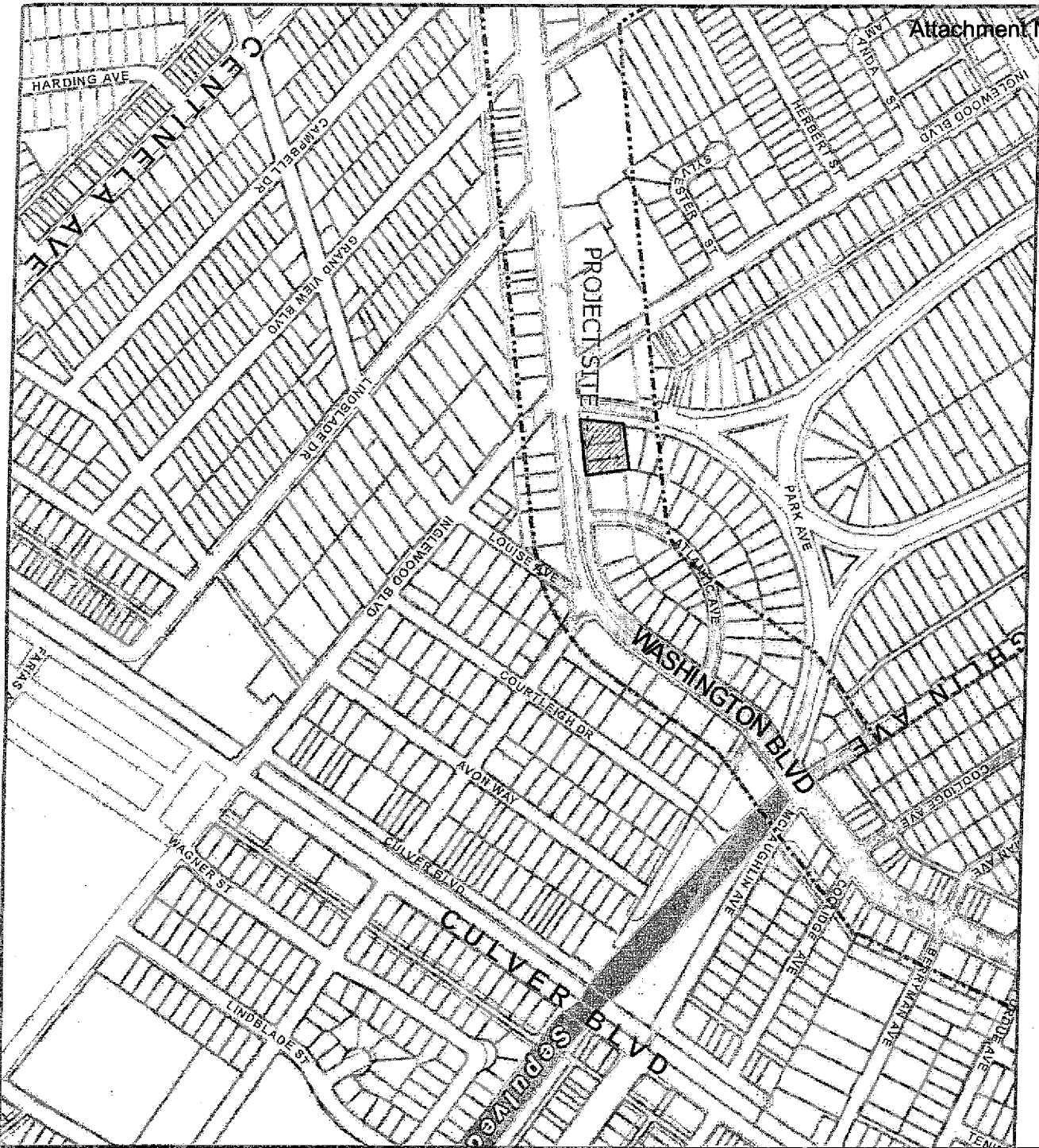
TITLE TENTATIVE TACAT MAP NO. 71758
11800, 11812 & 11892 N. MARICOPA AVE., CHANDLER, GILDA CITY, AZ
OWNER
BARNES DEVELOPMENT

DESIGNED BY SEABARD ENGINEERING CO.
100 S. GILBERT AVE., SUITE 200
CHANDLER, AZ 85226
TEL: 480.755.0000 FAX: 480.755.0000
WWW.SEBARDENGINEERING.COM
BY: *[Signature]* DATE: 01-20-11

DATE 01-20-11
SCALE 1"=50'
DATE P. REV. 01-20-11
DESIGNED BY J. GILBERT
CHECKED BY J. GILBERT

2ND REV. 11-03-11
DATE 11/3/2011
BY J. GILBERT

Tentative Tract Map Marcasel Mixed Use Project



**Culver
CITY**

Source: CDD/Planning Division
Map Created: 01/17/2012
Meeting Date: February 6, 2012

11957 Washington Boulevard

Tentative Tract Map No. 71799, TTM
P-2011163



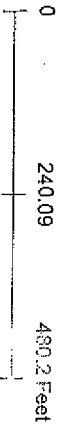
**THE CITY OF
CULVER CITY**



INFORMATION TECHNOLOGY DEPARTMENT
GEOGRAPHIC INFORMATION SYSTEMS

9770 CULVER BLVD
CULVER CITY, CA 90232
TEL: 310-253-5575

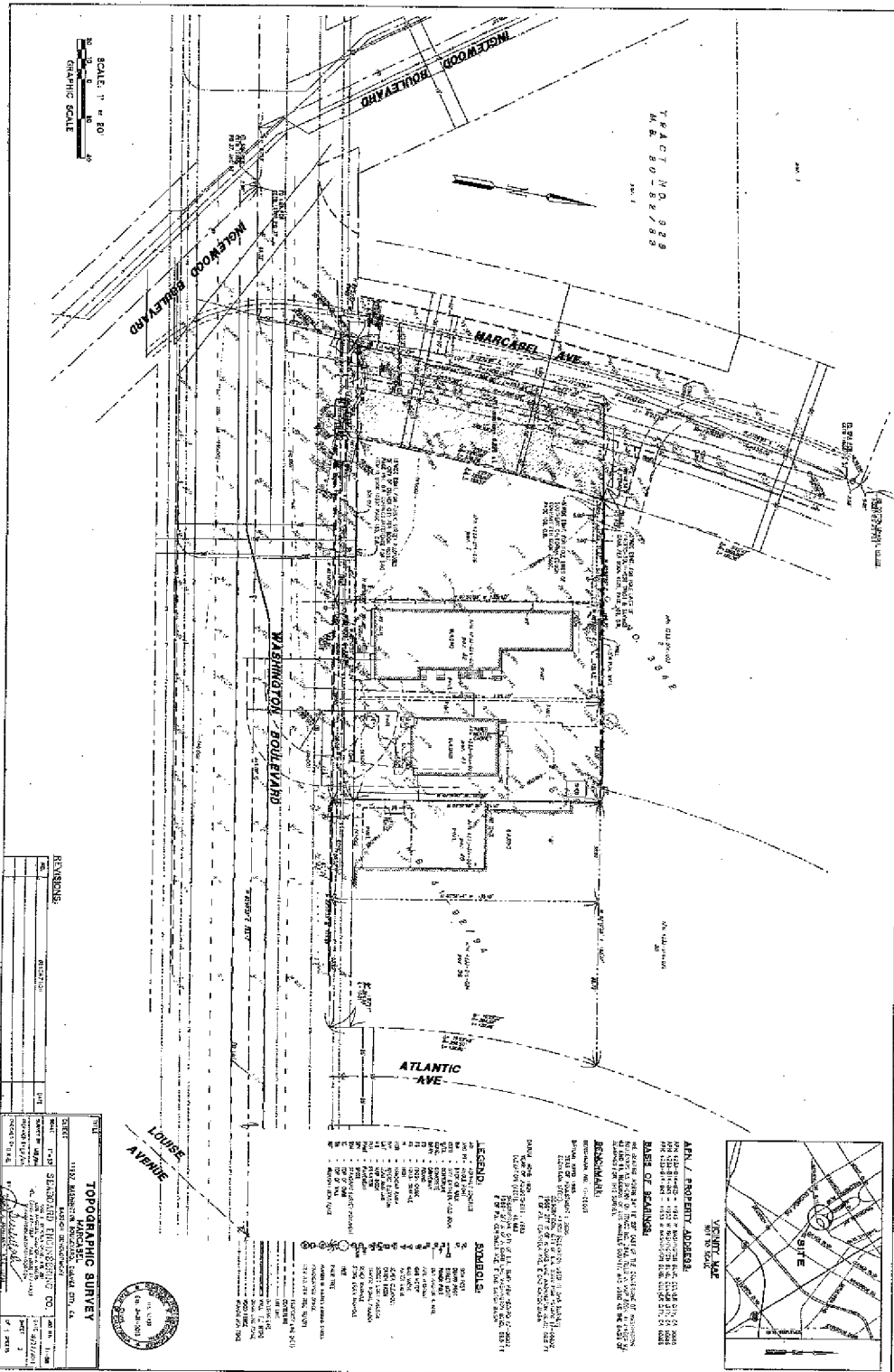
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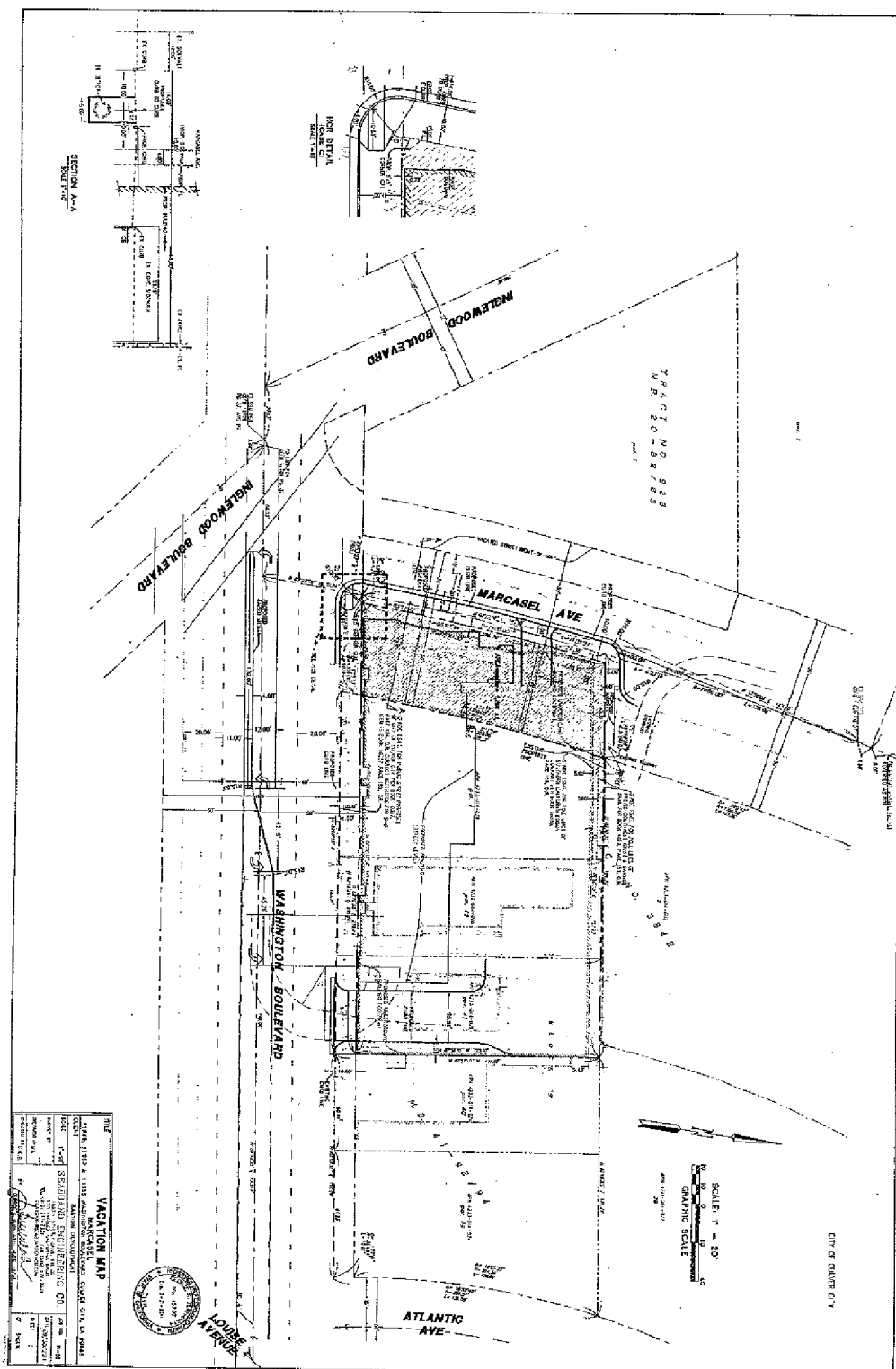




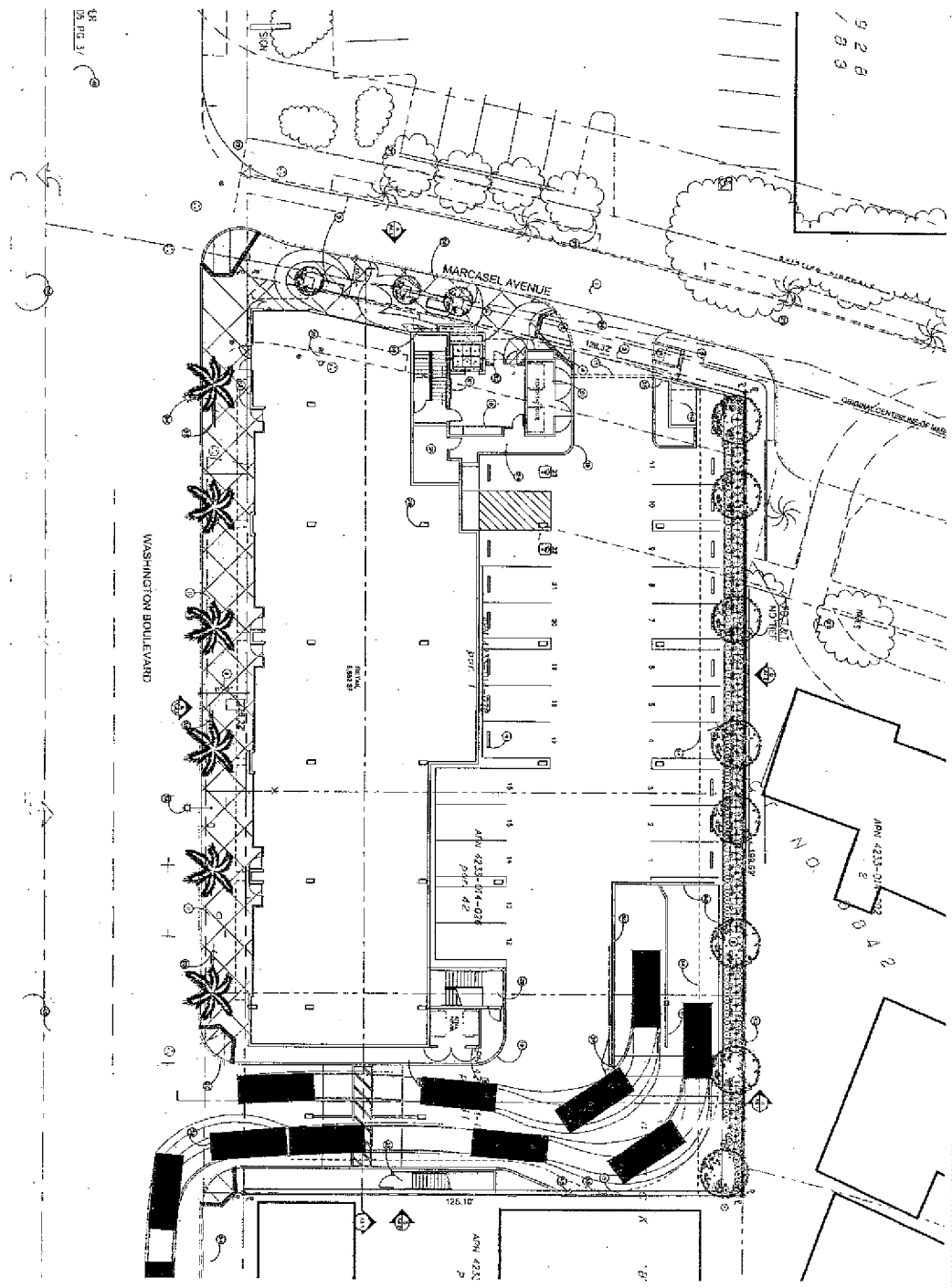
marcel
a residential and retail building
11957 washington blvd.
culver city, california

RECEIVED
NOV 28 2011
Culver City
Planning Division





928
133



- LEGEND:**
- 1. EXISTING BUILDING FOOTPRINT
 - 2. PROPOSED BUILDING FOOTPRINT
 - 3. EXISTING DRIVEWAY
 - 4. PROPOSED DRIVEWAY
 - 5. EXISTING PARKING SPACES
 - 6. PROPOSED PARKING SPACES
 - 7. EXISTING LANDSCAPING
 - 8. PROPOSED LANDSCAPING
 - 9. EXISTING UTILITY LINES
 - 10. PROPOSED UTILITY LINES
 - 11. EXISTING FENCE LINE
 - 12. PROPOSED FENCE LINE
 - 13. EXISTING CURB LINE
 - 14. PROPOSED CURB LINE
 - 15. EXISTING SIDEWALK
 - 16. PROPOSED SIDEWALK
 - 17. EXISTING STREET LIGHTS
 - 18. PROPOSED STREET LIGHTS
 - 19. EXISTING SIGNAGE
 - 20. PROPOSED SIGNAGE
 - 21. EXISTING TREES
 - 22. PROPOSED TREES
 - 23. EXISTING SHRUBS
 - 24. PROPOSED SHRUBS
 - 25. EXISTING GRASS
 - 26. PROPOSED GRASS
 - 27. EXISTING PAVEMENT
 - 28. PROPOSED PAVEMENT
 - 29. EXISTING CONCRETE
 - 30. PROPOSED CONCRETE
 - 31. EXISTING ASPHALT
 - 32. PROPOSED ASPHALT
 - 33. EXISTING DIRT
 - 34. PROPOSED DIRT
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 - 40. PROPOSED GRAVEL
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 - 63. EXISTING VOLUME
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 - 96. PROPOSED MATERIAL
 - 97. EXISTING FINISH
 - 98. PROPOSED FINISH
 - 99. EXISTING DETAIL
 - 100. PROPOSED DETAIL

DKB
architecture

proposed site plan:
scale: 1" = 100'

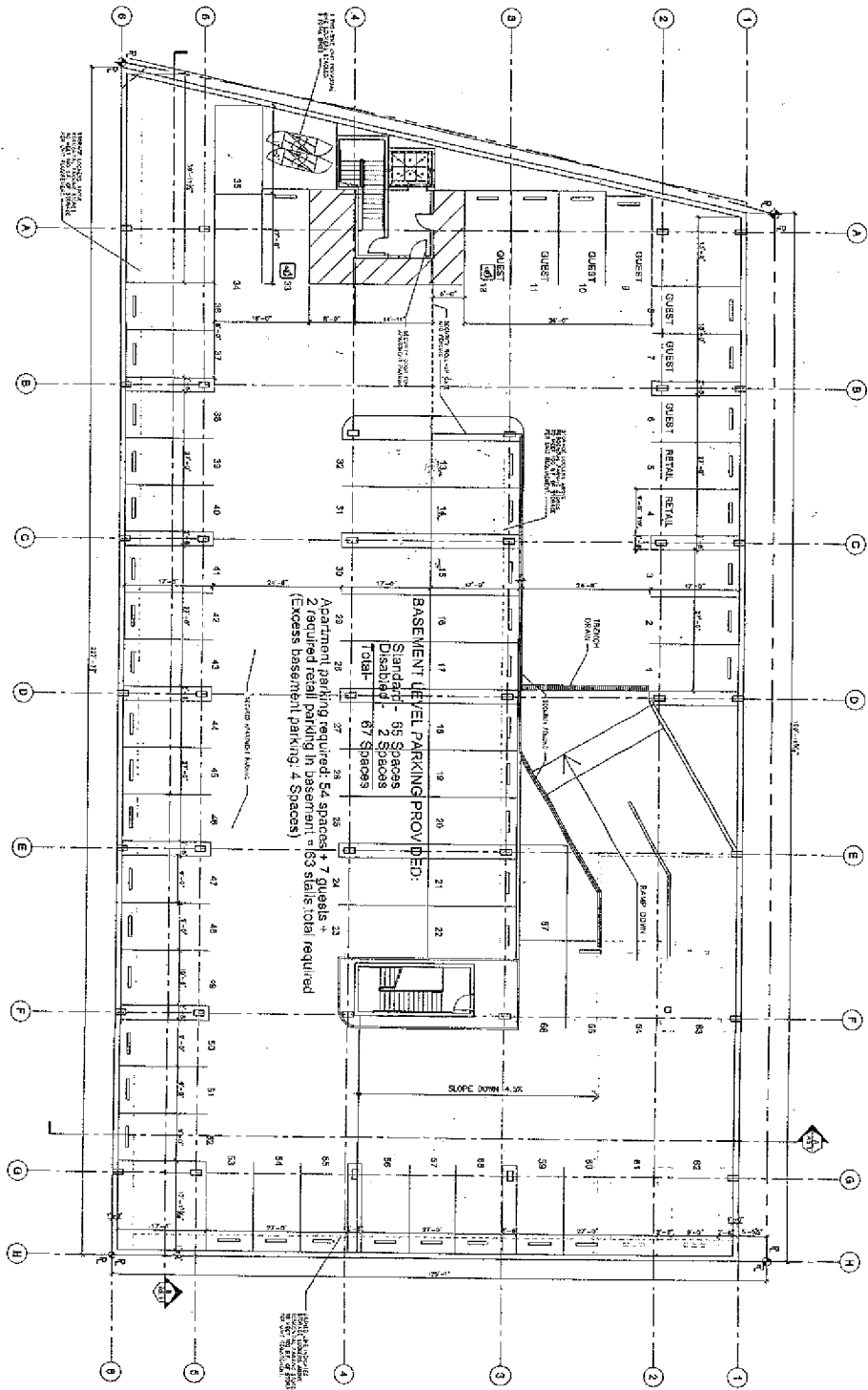
MARCASEL
a residential and retail building
11957 Washington Blvd.
Culver City, California

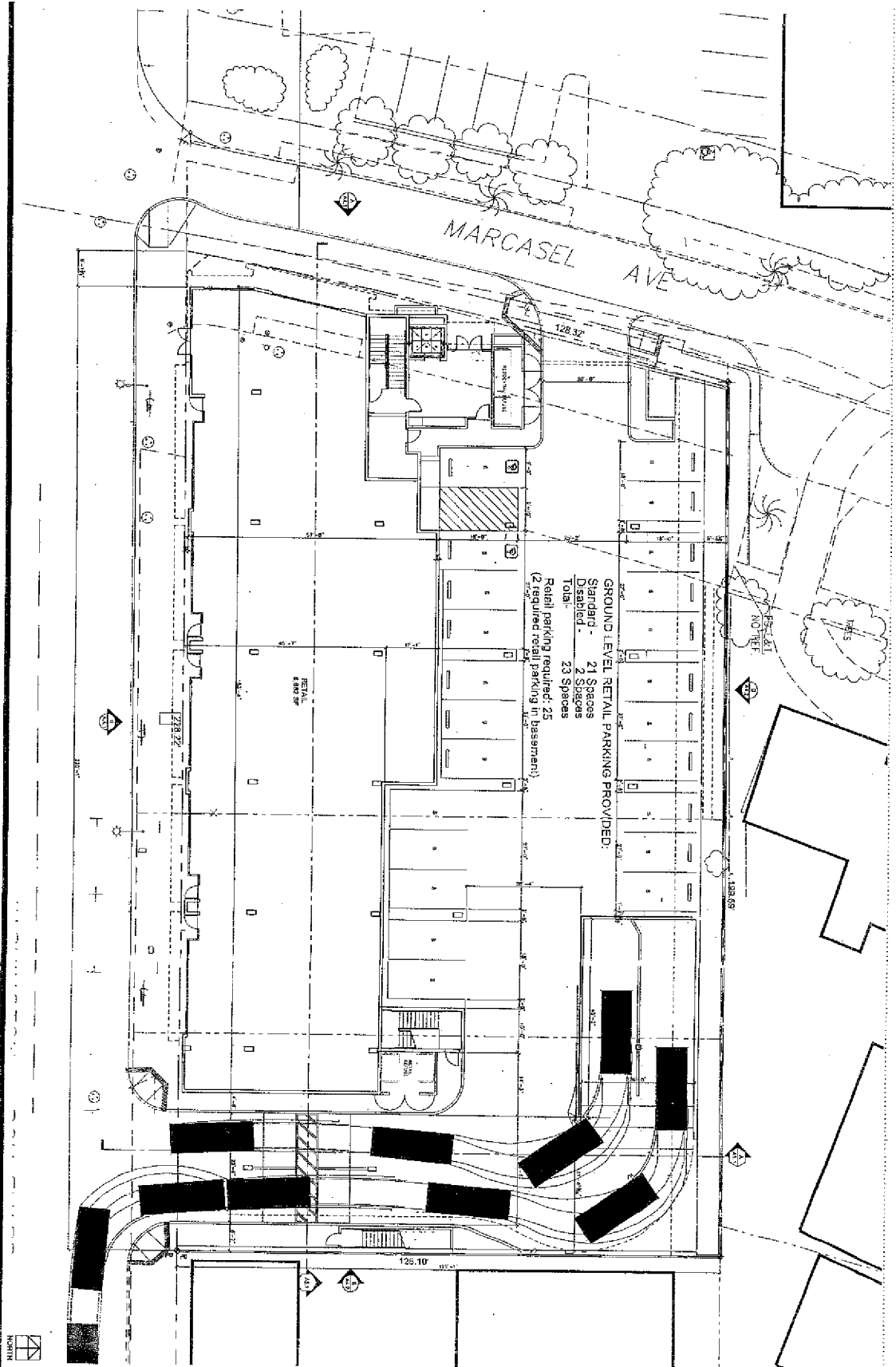


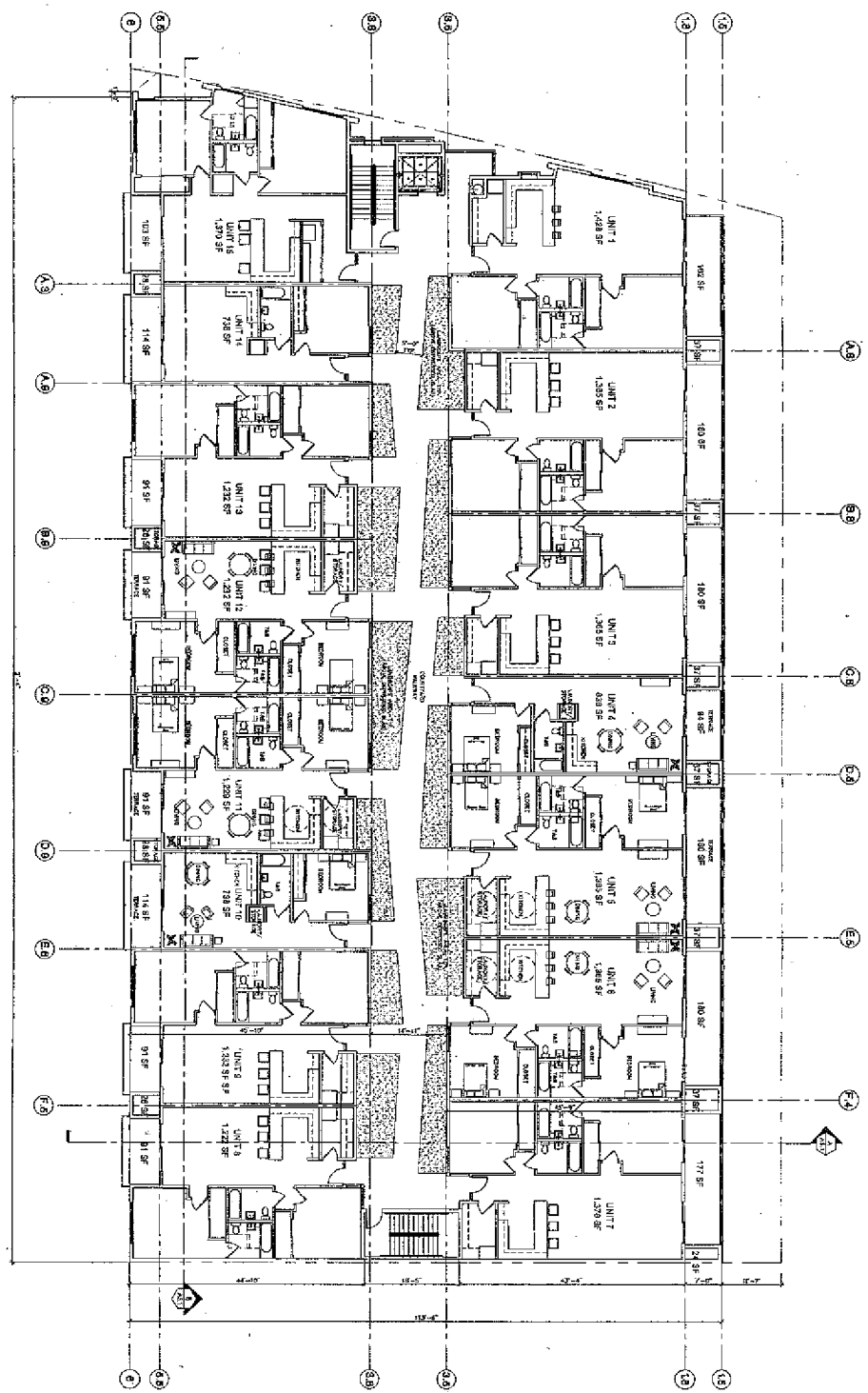
basement parking plan:

scale: 1/8" = 1'-0"

m r o c e s s e l
a residential and retail building
11527 Washington Blvd
Silver City California







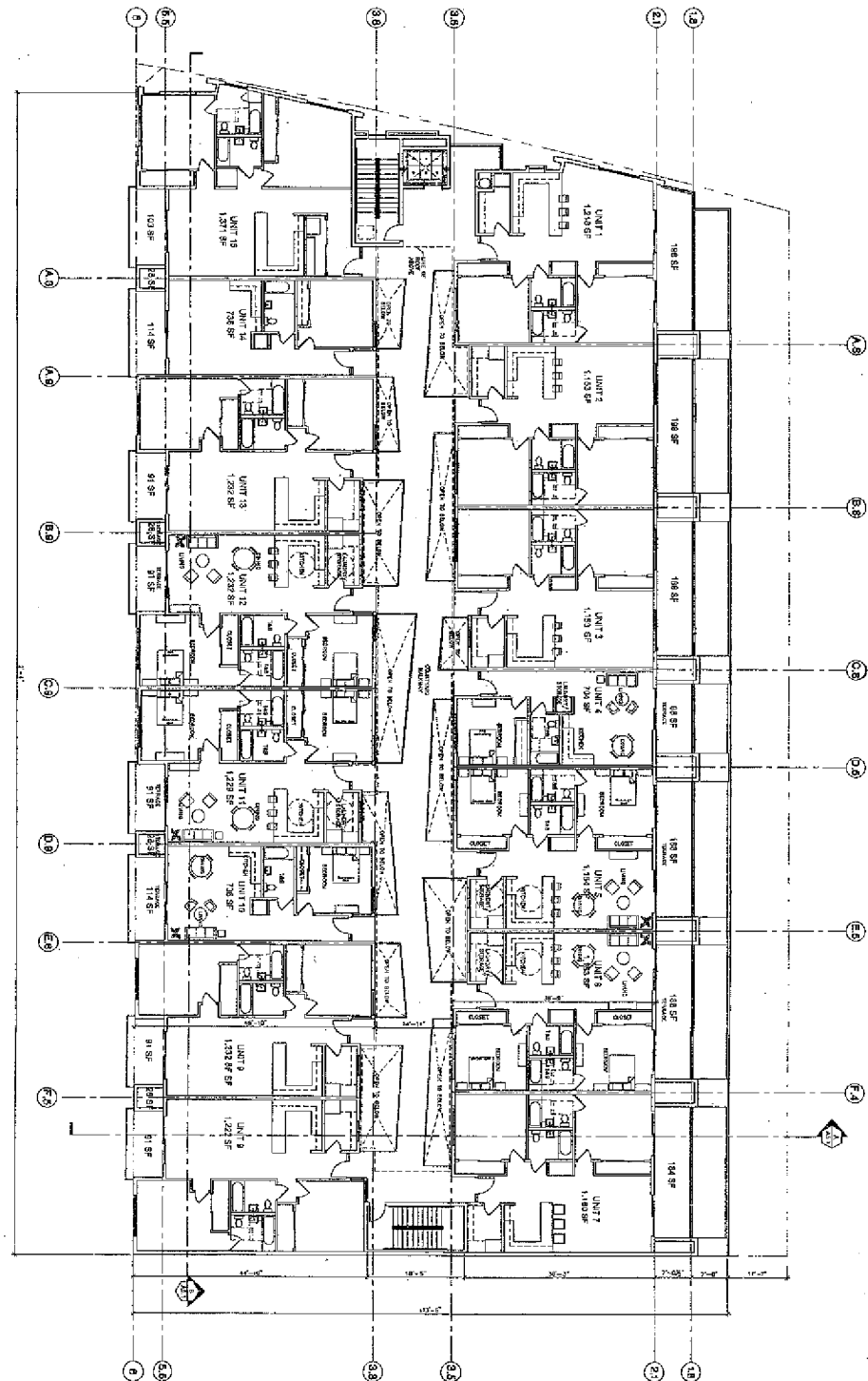
second floor plan:
scale: 1/8" = 1'-0"

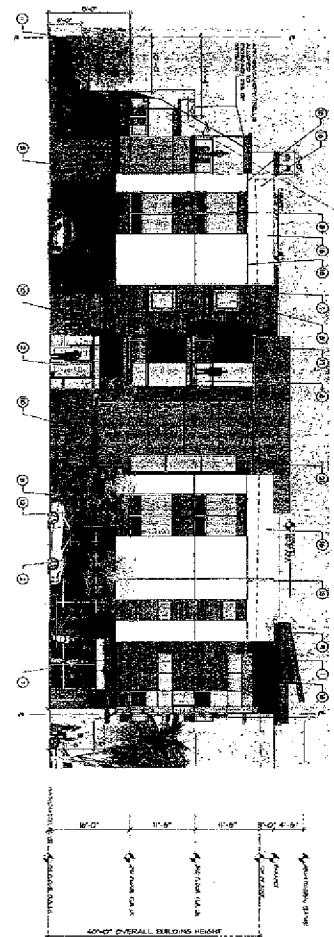
marcossel •
a residential real estate
1557 warington Blvd
daly city, california



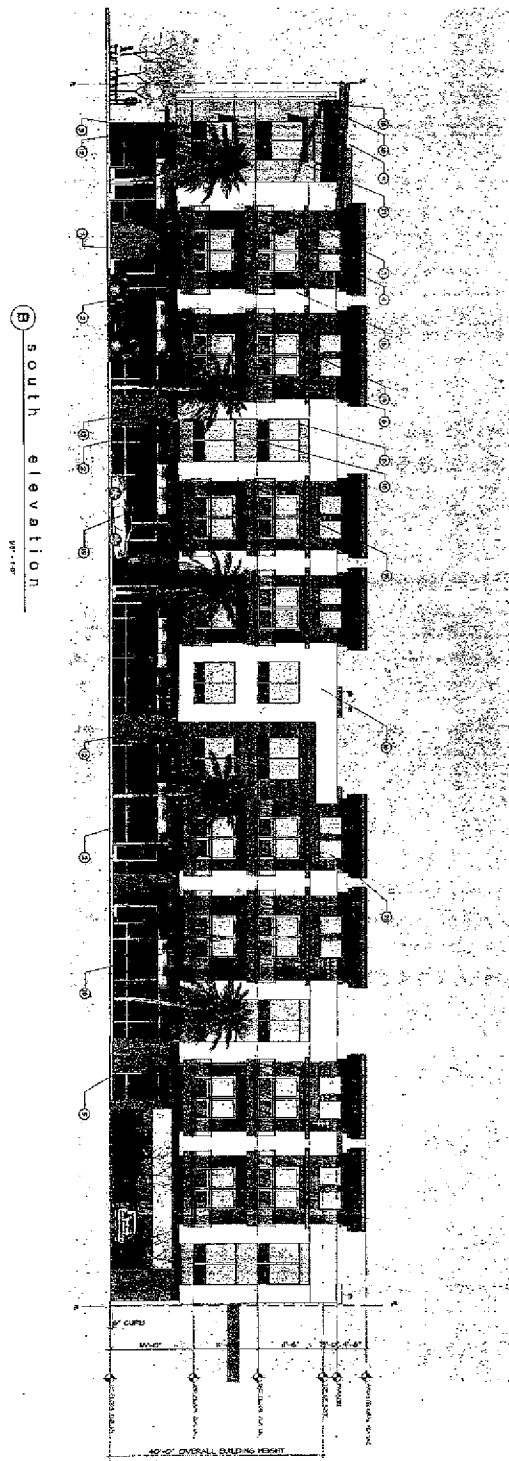
third floor plan:
scale: 1/8" = 1'-0"

32.3



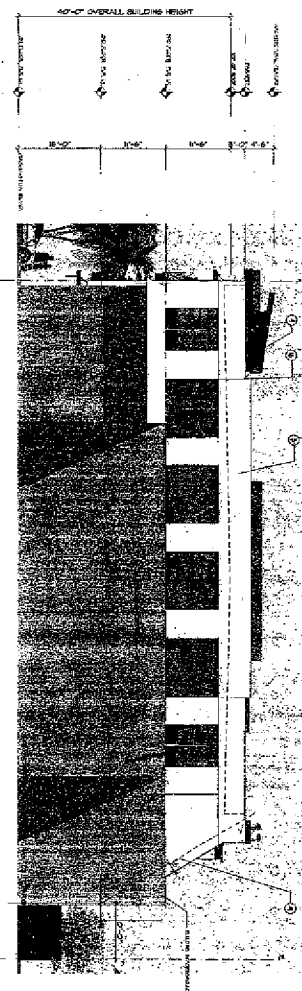


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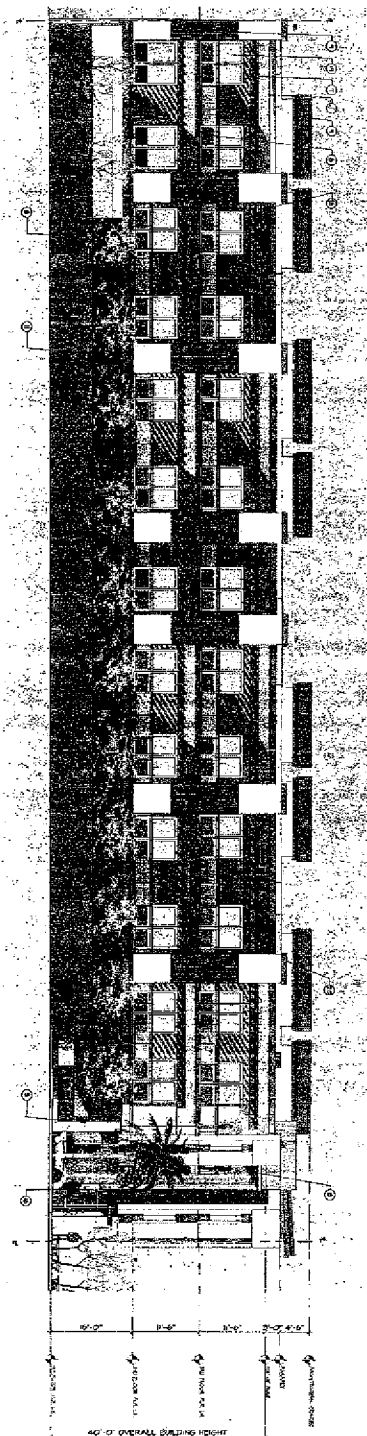
exterior elevations:
scale 1/8\"/>

marcel.
3750 W. 10th Ave.
DENVER, CO 80202
303.733.1111



east elevation

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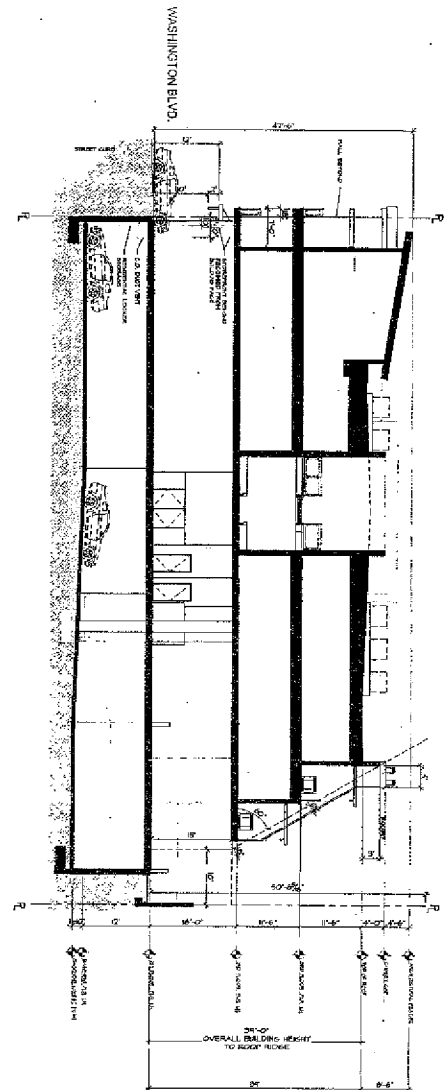


① north elevation

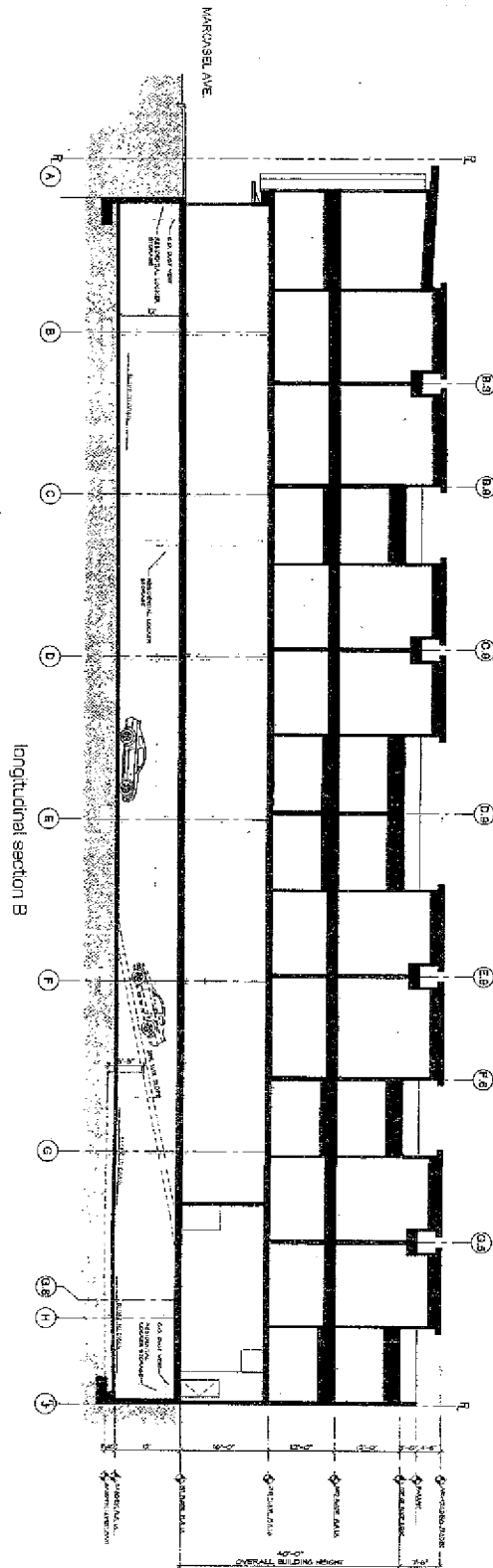

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exterior elevations:
scale 1/8" = 1'-0"

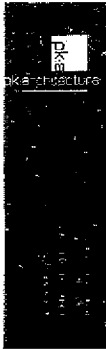
marcel.
a residential and motor building
11957 washington ave.
cutter city, california



cross section R



longitudinal section B



cross B longitudinal sections:

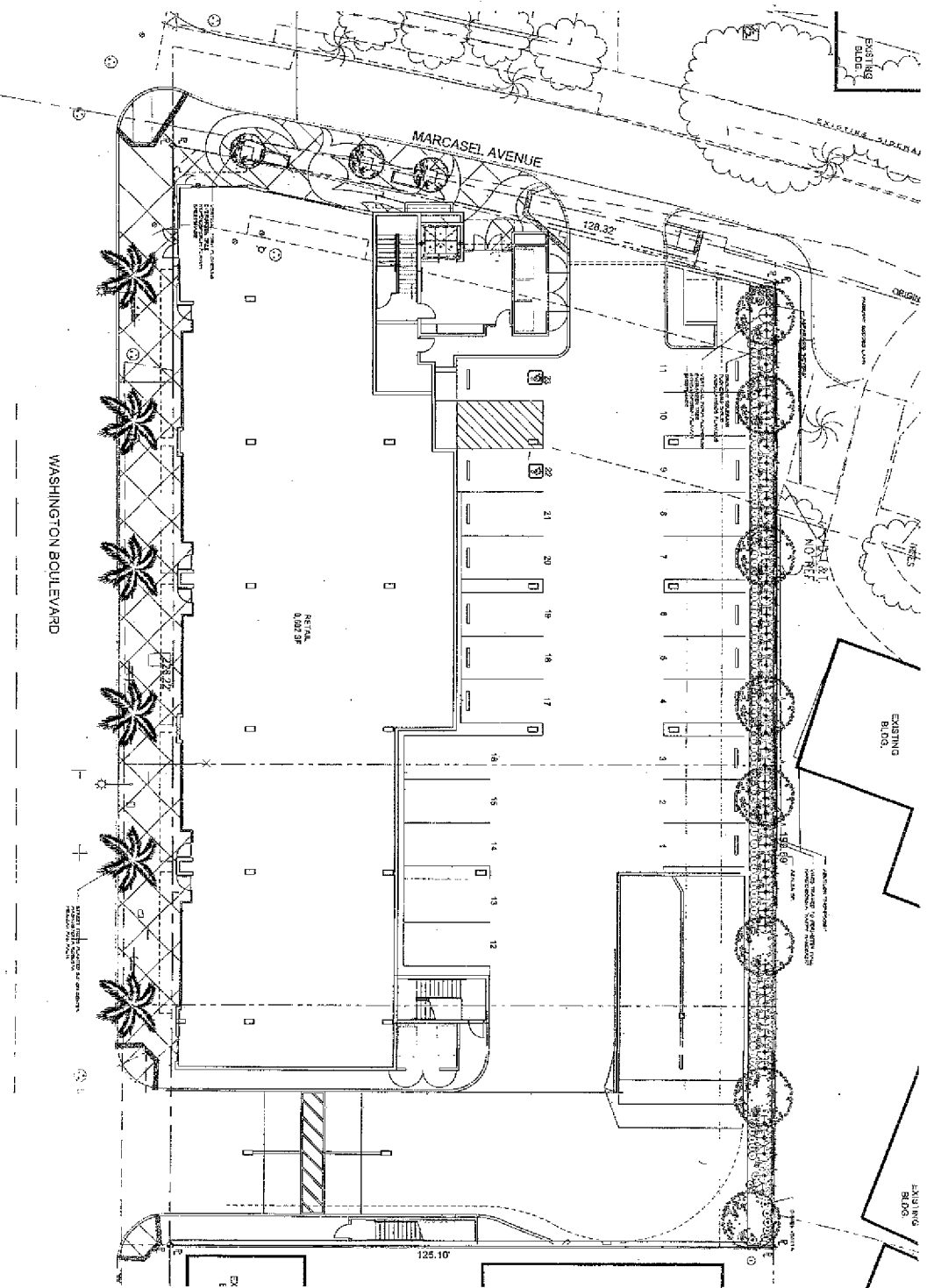
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m b r o s s l .
 a residential and retail building
 11527 Washington Blvd.
 Culver City, California



landscape:
dick architecture

marcassel
a residential and retail building
1957 washington boulevard
columbus, ohio 43206



LEGEND

EXISTING BUILDING
NEW BUILDING
LANDSCAPE
PARKING
STREET LIGHTS
FIRE HYDRANT
WATER METER
SEWER MANHOLE
ELECTRIC METER
TELEPHONE METER
CITY STREET LIGHTS
CITY FIRE HYDRANT
CITY WATER METER
CITY SEWER METER
CITY ELECTRIC METER
CITY TELEPHONE METER

NOTES

1. ALL DIMENSIONS ARE IN FEET AND INCHES.
2. ALL DIMENSIONS ARE TO THE CENTER OF THE BUILDING.
3. ALL DIMENSIONS ARE TO THE CENTER OF THE STREET.
4. ALL DIMENSIONS ARE TO THE CENTER OF THE LOT.
5. ALL DIMENSIONS ARE TO THE CENTER OF THE BLOCK.

REVISIONS

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February 2, 2012

Mr. Sol Blumenfeld
Community Development Director
Culver City
9770 Culver Boulevard
Culver City, 90232

RE: Washington/Marcasel

Dear Sol,

I would like to address a comment made by one of the Planning Commissioners regarding the increased density (unit count) of our Project as a result of the vacation of a portion of Marcasel Avenue and point out the following:

The rationale for the vacation of a portion of Marcasel – which was promoted by City Staff - was two fold: First, Marcasel was over the City standard width for a secondary street. Consequently the 20 feet of roadway easement (now improved as a sidewalk) was not required for vehicular traffic and so was deemed surplus. Staff's recommendation was that this would be best vacated and, since the fee ownership still remained with us as owners of the adjacent property, the property would revert to our ownership once the City easement was vacated. The area vacated could then be used to create a pocket park to serve the community with added open space. Staff felt that it would complement the landscaped medians and other improvements that are being developed in the area.

Secondly, and most importantly, the intersection of Inglewood, Marcasel and Washington was deemed unsafe by the various concerned Culver City departments. Indeed, as one of the City Planning Commissioners pointed out in our Planning Commission hearing, they were nearly in an accident as a result of cars making the illegal left turn onto Marcasel from either the north bound traffic on Inglewood or east bound traffic on Washington. As a consequence, we were tasked with finding a solution, in concert with Staff, to remediating this unsafe condition. While the our collective preference was to create a cul-de-sac on Marcasel, the Culver City Fire Department's requirements for an extraordinarily wide radius for the cul-de-sac and their desire for continued access from Washington onto Marcasel resulted in the street configuration described in our current site plan. The current configuration resolves the unsafe condition at this intersection while still preventing traffic from our Project from entering into the Oval neighborhood.

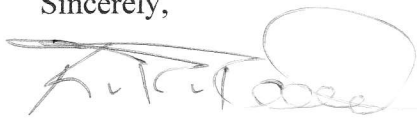
As to the increased unit count resulting from the vacation of a portion of Marcasel I would like to point out that owing to Culver City's zoning code, a reduced unit count in the Project would not necessarily result in our decreasing the basic building envelope of the Project, nor would it result in fewer parking spaces on site. Further, while trip generation by the apartment units in our Project was marginal, decreasing the unit count will have no material effect – if any - on traffic generated by the Project. Therefore from a building envelope and environmental perspective, a decreased unit count will have no effect.

Decreasing the unit count would mean that we would probably combine some of our one-bedroom units to create more two-bedroom units, and increase the size of our smaller two-bedroom units. The practical effect would be that we would lose some of our most affordable units, and instead offer an increased number of higher priced two-bedroom units. This defeats the whole concept of our Project - that is to provide new, high quality but smaller, more affordable market-rate units into the market.

We have worked hard with Staff to make this Project both acceptable to the neighborhood and the to the market, as well as financially viable. We have always strived in our Culver City developments to respect and adhere to the Zoning guidelines as well as respect our neighbors. In this Project we have conformed to all the required setbacks, while keeping the height of the Project well below the maximum height allowed as well as providing more parking than was required by code. Unlike many Projects in the City which are on hold, we are aggressively working towards submitting construction drawings for City review with an eye towards beginning construction at the start of next quarter, including addressing the unsafe intersection at Marcasel and Washington and the construction of the landscaped medians in accordance with our project Community Benefit.

As always, we have enjoyed working with the Culver City community and look forward to this as well as future Projects in the City.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Kevin Read', with a large, stylized loop at the end.

Kevin Read