ORDINANCE NO. 2016-_____

AN ORDINANCE OF THE CITY OF CULVER CITY, CALIFORNIA, (1) APPROVING COMPREHENSIVE PLAN, P2015-0141-CP, HEIGHT EXCEPTION, P2015-0141-HTEX, AND TENTATIVE TRACT MAP, P2015-0141-TTM FOR PLANNED DEVELOPMENT DISTRICT NO. 11, CONSISTING OF A MIXED USE TRANSIT ORIENTED DEVELOPMENT INCLUDING A 148 ROOM HOTEL, APPROXIMATELY 57,742 GROSS SQUARE FEET OF RETAIL AND RESTAURANT USES, 196,333 GROSS SQUARE FEET OF OFFICE USE AND 200 RESIDENTIAL DWELLING UNITS LOCATED AT 8824 NATIONAL BOULEVARD; AND (2) ADOPTING THE RELATED MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM.

(Comprehensive Plan, P2015-0141-CP, Tentative Tract Map, P2015-0141-TTM and Height Exception, P2015-0141-HTEX)

WHEREAS, on November 25, 2015, Culver Station, LLC as the applicant (the "Applicant") of 8824 National Boulevard, filed an application for a Comprehensive Plan, Height Exception and Tentative Tract Map for Planned Development District No. 11 (PD 11), consisting of a mixed use transit oriented development (TOD) including a 148 room hotel, approximately 196,333 gross square feet of office use, 57,742 gross square feet of retail and restaurant use, 200 residential dwelling units, and 1,531 parking spaces, distributed as: a) a stand-alone 5-story office building with ground floor retail and restaurant use; b) two interconnected 5 and 6-story buildings that will include a 200-unit residential building, a 148-room boutique hotel, and a mix of retail and restaurant uses on the ground level of the two buildings; c) landscaped courtyards and open spaces at both the pedestrian and podium levels; d) ground-level podium and subterranean parking; and e) parking for users of the adjacent Metro Station (the "Project"), the Project site is described more fully as lots 1 through 52 of Tract No. 5461; a portion of Exposition Boulevard; and a portion of Rancho Rincon De Los Bueyes; 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 are required:

1. Comprehensive Plan: To ensure the Project is in compliance with all required standards and City ordinances, including PD 11, 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,

2. Tentative Tract Map: To ensure compliance with State and local subdivision law and ordinances because the project requires land and airspace subdivisions, and

3. Height Exception: To ensure the Project is in compliance with all required standards and City ordinances, and to ensure consistency with PD 11 and the Design for Development for the Exposition Light Rail Transit and Station Area established by the former Culver City Redevelopment Agency.

WHEREAS, on February 17, 2016, after conducting a duly noticed public hearing on the subject applications, including full consideration of the applications, plans, staff report, environmental information and all testimony presented, the Planning Commission (i) by a vote of 5 to 0, recommended to the City Council adoption of 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; (ii) by a vote of 5 to 0, recommended to the City Council adoption of a Mitigation Monitoring and Reporting Program (MMRP), which prescribes mitigation measures that will reduce the Project's potentially significant impacts to a less than significant levels; and (iii) by a vote of 5 to 0, recommended to the City Council approval of Comprehensive Plan, P2015-0141-CP; Height Exception, P2015-0141-HTEX; and Tentative Tract Map, P2015-0141-TTM; and

WHEREAS, on March 14, 2016, after conducting a duly noticed public hearing on the subject applications, including full consideration of the applications, plans, staff report, environmental information, Planning Commission recommendations, and all testimony presented, the City Council (i) by a vote of 5 to 0, 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; (ii) by a vote of 5 to 0, adopted a Mitigation Monitoring and Reporting Program (MMRP), which prescribes mitigation measures that will reduce the Project's potentially significant impacts to a less than significant levels; and (iii) by a vote of 5 to 0, introduced an ordinance approving Comprehensive Plan, P2015-0141-CP; Height Exception, P2015-0141-HTEX; and Tentative Tract Map, P2015-0141-TTM (the "Ordinance"), as set forth herein below; and

WHEREAS, on March 28, 2016, the City Council, by a vote of _____ to _____, adopted the Ordinance, as set forth herein below.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

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

Comprehensive Plan for Planned Development Zoning District No. 11:

As outlined in CCMC Title 17, Section 17.560.020, the following required findings for a Comprehensive Plan are hereby made:

A. The proposed Comprehensive Plan can be substantially completed within four years.

The Project is planned and scheduled to be completed within three years. The Applicant will construct the entire Project in one phase. Construction is expected to begin in late 2016 with full build-out and occupancy in 2019.

B. The proposed development is capable of creating an environment of sustained desirability and stability or adequate assurance will be provided such objective will be attained.

The projects land uses, consisting of a boutique hotel, creative office space, residential, retail, and dining establishments and an extensive community public open space area all contribute to a desirable and stable transit oriented development as envisioned for the Project site. The Project site plan is based upon the concept of creating a sense of

place through connectivity, circulation and gathering. As required by PD 11 project goals, the Project site provides a large and meaningful public park connecting to the Expo transit plaza to accommodate Project users. The Project's extensive open space area, including the Great Lawn and Central Plaza, will be accessible from the Expo Station, office, retail areas, hotel and residential units, creating a dynamic place for the public, commuters, hotel guests and residents to enjoy. Retail and café uses will line the park area and the transit plaza providing desirable opportunities for shopping and dining experiences.

The Project's landscape and streetscape design are key elements that help promote a more livable, accessible, and vibrant neighborhood. The Project site plan strives to create an environment that is pedestrian-oriented. Streetscape improvements around the Project site are intended to promote area revitalization through the implementation of pedestrian-friendly streetscape enhancements including canopy street trees, street furniture, graphics, and new crosswalk paving. The pedestrian experience on all three street fronts (Washington, National and Venice Boulevards) includes retail and restaurant spaces that spill out to outdoor dining areas. Hotel, Office and Residential living spaces above the ground level animate the urban experience, while landscape buffers help to enhance the separation from the streets and create a safe and comfortable pedestrian experience.

The Project site plan focuses on sustainability within an urban environment. Low Impact Development (LID) features such as bioswales, filtration planters, and structural soil system are all part of the Project. The Project site plan is designed to promote the use of the Expo light rail transit, buses and other modes of travel with the inclusion of the transit plaza, pedestrian connections, enhanced bus stops, bike parking, opportunities for bike and car sharing.

C. The proposed uses will not be substantially detrimental to present and potential surrounding uses but will have a beneficial effect.

A mix of office/retail, transportation, light industrial and commercial uses currently surround the Project site, including the Expo station, Access Culver City mixed use development, Platform office/retail development, another future mixed use TOD project, the Helms Bakery Complex, warehousing and distribution facilities, and various other retail and office establishments. The Project site is currently underutilized with an approximate 4.15 acre surface parking lot serving the Expo station and 1.38 acres of single story, low density industrial and commercial uses fronting Venice Boulevard. The proposed Project will have a beneficial effect by providing new housing, a boutique hotel, creative office space, retail, and dining opportunities; pedestrian friendly public open spaces that can accommodate events; an enhanced streetscape along National, Venice, and Washington Boulevards; as well as inviting paseo/transit plaza along Expo station area. The Project is beneficial and complimentary to adjacent TOD projects and will provide economic, cultural and recreational, benefits to the nearby neighborhoods including the Hayden Tract, Helms Bakery Complex, East Washington area, and Downtown Culver.

D. The streets and thoroughfares serving the development are suitable and adequate to carry anticipated traffic and the development will not generate traffic that will overload the adjacent street network.

A comprehensive traffic study for the Project was prepared and finalized in November of 2015 and a supplemental study was submitted in January of 2016. The traffic study identified mitigations and improvements required by the Project in order to limit traffic impacts to a less than significant level. These mitigations and improvements include restriping at the National/Venice Boulevard intersections to allow additional left-turn lanes for improved circulation; addition of bicycle lanes and bike boxes on National Boulevard between Washington Boulevard and Venice Boulevard; installation of a traffic signal at the Project's main driveway entrance; various pedestrian and vehicular operational improvements at and near the adjacent signalized intersections of Venice and National Boulevards and Washington and National Boulevards, such as new crosswalks, larger curb radius and wider sidewalks; installation of new and improvements to existing sidewalks; new decorative crosswalks; and reconstruction of existing curb returns. These improvements to the roadways and other public rights-of-way have been included in the Project design and incorporated into the conditions of approval for the Project and will ensure that the surrounding roadways will be suitable and adequate to carry the anticipated traffic created by the Project.

E. The proposed development is compatible with the surrounding area.

The surrounding area is comprised of mixed use residential, commercial, retail and light industrial buildings. Single and multiple family residential neighborhoods are located further south and east of the Project site. The proposed development is a mixed use development containing both residential and commercial uses (hotel, office, retail and restaurant) along with a significant amount of public open space and is designed to complement and interact with the surrounding area. The TOD goals and objectives for the Project site include: bringing shopping, housing, and employment together to advance the goals of enhanced regional air quality and multi-modal mobility for Culver City, the City of Los Angeles and the region; promoting the Expo Line connection to USC, Staples Center and Downtown Los Angeles, Westside cities, and Downtown Culver City; and connecting the project with Culver City's Hayden Tract, Downtown and Arts District, with enhanced streetscape improvements including new bike lanes, new bus stops, wider sidewalks for pedestrians with new street trees, benches, bicycle racks, and wayfinding signs.

F. The types and locations of any proposed commercial development can be economically justified.

The Project incorporates a significant amount of commercial uses with a 148 room boutique hotel, 196,333 gross square feet of office and 57,742 gross square feet of retail and restaurant space. The commercial uses are designed to serve the residents within the Project itself, as well as the surrounding existing office, residential and commercial

developments near the Project site. The office space could serve Project residents, nearby Culver City residents, and companies located further away from the Project site. Further the hotel use will potentially serve regional, national, tourist, and international markets. The density of the area along with existing adjacent mixed use, commercial and residential areas will provide an adequate consumer base for the proposed commercial and office uses.

G. The Comprehensive Plan is in conformance with the General Plan, or a concurrent General Plan amendment is in process.

The proposed Comprehensive Plan is in conformance with the goals, policies and strategies of the General Plan. Specifically, the Comprehensive Plan is consistent with the sites General Plan Land Use "General Corridor" commercial designation. The Comprehensive Plan will allow for a mixed use TOD consisting of pedestrian oriented ground floor retail and restaurants with outdoor dining; extensive outdoor spaces, a hotel use, office uses, and residential uses; as well as enhancements to the streetscape along Washington Boulevard, National Boulevard and Venice Boulevard, and will further the goals and objectives as outlined in the General Plan Land Use Element: Objective 2 - encouraging the creation of housing in the City; Objective 5 – encouraging new business opportunities that expand the City's economic base and serve the needs of the City's residential and business communities; Objective 6 - revitalizing the physical character and economic well-being of the City's commercial corridors; Objective 7 – maintaining commercial centers that serve community as well as regional markets; Objective 8 – foster the growth of businesses that increase City revenues by promoting attractive, quality retail establishments that serve neighborhood, community and regional markets; Objective 10 – extend the City's park-like qualities into neighborhoods and business districts through streetscape and urban design improvements; and Objective 12 – ensure that new construction has the highest quality of architectural and site design. The Project will provide new housing supply consistent with the City's Mixed Use Development Standards and encourage reinvestment in the area thereby improving economic vitality, visual quality, and the pedestrian environment.

H. Any exception from the standards and requirements of this Title is warranted by the design and amenities incorporated in the Comprehensive Plan and is desired by the Council.

No exceptions to the standards and requirements of the City's Zoning Code have been requested for this Project, except for building height which is reviewed in the Height Exception findings below.

I. Existing and proposed utility services are adequate for the proposed uses.

Review of the Project by the City's Public Works Department has determined that the proposed utility services and existing utilities that will serve the site are adequate for the proposed uses.

J. The Comprehensive Plan has complied with all applicable City requirements.

The Comprehensive Plan has been prepared in conformance with the Culver City Municipal Code, including the Zoning and Building Codes. This includes submission and review of a proposed site plan and uses; preliminary building plans; landscaping, and lighting; and civil engineering plans. Review by City departments of these plans has determined that the Comprehensive Plan is in compliance with all applicable City requirements.

Tentative Tract Map No. 73978:

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

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

This subdivision is in conformance with the goals, policies and strategies of the General Plan. Specifically, the subdivision and related development allowed for in the accompanying Comprehensive Plan is consistent with the Project site's General Plan Land Use "General Corridor" commercial designation.

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

The design of the proposed subdivision and accompanying Comprehensive Plan is consistent with the General Plan Land Use and Housing Element objectives and policies and with PD 11 standards for a mixed use TOD. The subdivision and accompanying Comprehensive Plan fulfills the City's goals of creating a sustainable, place-making development that brings housing, shopping and employment together with convenient mass transit.

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

The Project site is physically suitable for the proposed subdivision in that the Project complies with all PD 11 standards and the proposed structures will meet all applicable development standards. The Project site as designed through the accompanying Comprehensive Plan can accommodate the proposed mixed use TOD project consisting of a 148 room boutique hotel, 196,333 square feet of office use, 57,742 square feet of retail and restaurant use, 200 residential dwelling units, approximately 136,400 square feet of outdoor open spaces, and1,531 parking spaces.

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

The Project site is physically suitable for the density/massing of the proposed Project as outlined in the accompanying Comprehensive Plan. The subdivision can accommodate the proposed high density use of a typical TOD while not creating significant impacts for neighboring properties and residential areas. The subdivision for land and airspace lots

will occur on existing contiguous land parcels and will not result in any new land parcels or physical divisions of existing commercial and residential neighborhoods beyond the Project site.

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 tentative tract map subdivision together with the onsite and offsite improvements will not cause any known environmental damage and will not damage any fish and/or wildlife habitats because such fish and/or wildlife habitats do not exist on or near the site. The majority of the site is currently a surface parking lot and in the past was developed with various light industrial and commercial uses. The portion fronting Venice Boulevard is occupied by light industrial and commercial uses and thus the Project site does not serve any known habitat for fish or other wildlife.

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

The proposed tentative tract map subdivision will not cause any known serious public health problems, after implementation of the onsite and offsite improvements; compliance with all applicable subdivision, PD 11, and Zoning Code development standards; and compliance with all Project conditions of approval required by the reviewing agencies of the City, such as the Fire Prevention Division, Planning Division, Building and Safety Division and the Engineering Division. The uses proposed for this subdivision are consistent with commercial corridor and mixed use land uses allowed in both PD 11 and the Zoning Code.

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

The proposed Tentative Tract Map subdivision and the onsite and offsite improvements will not conflict with any existing and/or proposed easements. There will be easements for subsurface encroachments into portions of the public right-of-way and easements for both subsurface and surface/above surface encroachments into portions of the Metro right-of-way. These encroachments will not affect public or Metro right-of-way access and use requirements or placement of utilities within the public or Metro right-of-way at either above surface, at surface, or below surface areas.

Height Exception:

Pursuant to the requirements of CCMC Section 17.300.025C and PD 11, height exceptions may be authorized by City Council when all of the following findings can be made:

1. **The proposed development is consistent with the purposes and intent of the General Plan and other plans adopted in the area in which the Project is located and will promote public health, safety and general welfare.**

The Project, as designed, will complement and be compatible with the surrounding properties and will in all other respects, conform to the applicable zoning regulations and development standards. The City has designated the surrounding area a Transit Oriented Development District (TOD District) to encourage redevelopment that benefits by proximity to mass transit. The redevelopment planning for the TOD District facilitates sustainable building and planning goals that encourage connectivity, good urban design, walkable and bike-friendly streets, good site access and mixed land use. The Project will promote these goals and is consistent with the General Plan and other adopted plans for the area.

The Project as designed promotes the public health, safety and welfare through mixed land uses that encourage active use of mass transit by tenants, workers and customers. The additional building height of the Project is offset by significant, usable, ground level open space. The Project site includes a large central public open space that will be programmed and operated for public use and a public transit plaza that will provide a convenient commuter friendly location for retail and seating adjacent to the Culver City Expo Station.

The proposed building design and site layout maintains a good relationship to the surrounding commercial and residential neighborhoods. The overall Project site maintains a low site coverage (approximately 55%) providing the opportunities for significant open space and public space amenities. Further, the Project is located on a site which is greater than 5 acres to create a significant buffer to adjacent properties. It is also bounded by a mix of commercial and industrial uses that will not be negatively impacted by the additional height in the development. The Site is accessed on three sides to promote area circulation and facilitate convenient entry to area parking. The project contains significant parking to address Project and area-wide parking needs. Consequently the proposed development will not create injury to neighboring properties by hindering use or reducing or impairing property values.

2. **The extra height in the Project fosters sustainable design and improves architectural massing and other design features to improve the overall development of the property.**

The extra height in the Project fosters sustainable design and improves architectural massing and other design features to improve the overall development of the property. The Project site design is based upon sun and shadow and light and air studies. These analyses have been used to improve building orientation and massing, resulting in increased open space throughout the development.

The Project, as designed, creates significantly more open space for community and public use, addresses view corridors and creates visually interesting building form while reducing sun/shade impacts. The increased Project open space has permitted the use of sustainability features, including storm water capture and reuse, solar technology and natural lighting and cooling.

Varied building heights and improved massing of the proposed Project site structures also support the goals and objectives of the TOD by creating a sustainable, mixed-use regional destination which brings shopping, housing, hospitality and employment together into a live, work, play environment. Building types include commercial office with ground floor retail and restaurant uses, multi-family residential with ground floor retail and restaurant uses above, and a boutique hotel with lobby, restaurant and banquet facilities. The mixed-use nature of the development adjacent to the Culver City Expo Station, which is designed with increased open space and enhanced pedestrian amenities, creates synergy with the surrounding TOD District to encourage walkability, biking and use of mass transit.

Therefore, the Project site design with mixed use development provides significant public open space that allows for natural lighting, heating, cooling, use of solar technology and storm water capture for on-site irrigation and is consistent with sustainable best practices.

3. **The proposed additional building height is necessary in order to ensure the financial feasibility of the Project as verified by a financial feasibility study demonstrating the financial benefits of constructing the Project at the proposed building height(s) in comparison to the current building height limit applicable to the property.**

If the building height was limited to 56 feet, the financial feasibility of the Project would be compromised. Comparing the proposed development with that of a development program that retains the building footprints and coverage as planned, but eliminates the building area above the established height limit excessively reduces development by approximately 19% of the building floor area. The reduction of building area results in a substantial economic impact that impairs the economics of the development to the point of infeasibility.

The project is currently projected to generate a 17.7% levered internal rate of return (IRR) over a six year hold period and an 8.0% stabilized return on cost which are the expected financial thresholds given the overall Project size, scale, product type, construction type and development risk (i.e. there is no Project preleasing)

However, if designed to 56 feet the Project returns are adversely impacted by the reduction in square footage and the IRR decreases to 11.3% and the stabilized return on cost is 6.6%. These returns are well below an acceptable investor range given the level of risk associated with the development and the Project could not go forward without significant design changes to increase density through reducing the amount of

open space. Therefore additional building height is required in order to ensure financial feasibility given the required zoning and development program.

4. **The project is located in a Redevelopment Project Area Component Area and is consistent with an established Design for Development.**

The Project site is to be developed as a vertically and horizontally integrated mixed use TOD and is located in Redevelopment Project Area Component Area 3 . The proposed development is consistent with the goals and objectives of the Redevelopment Plan for the Culver City Redevelopment Project Area Component Area 3 and the Exposition Light Rail Transit Station Area Design for Development (Expo DFD) which envisions area redevelopment supported by mass transit. The Project as designed provides for a mix of land uses that both support and are benefitted by proximity to transit.

Further, the mixed use TOD conforms to the property zoning, General Plan, PD 11 and all area plans including planning by Metro and the City of Los Angeles. The Project is strategically located and designed to be accessible to multi-modal forms of transit including Expo, local and regional bus transit such as Metro, Culver City Bus, Big Blue Bus and LA Commuter Express, bike routes along Ballona Creek, Expo, and Venice Boulevard and major roadways including Venice, Robertson and Washington Boulevards and presents exceptional opportunities to promote transit use given its close proximity to key activity and employment centers within Culver City and the Westside

SECTION 2. Pursuant to the foregoing recitations and findings, and the Mitigated Negative Declaration adopted by the City Council on March 14, 2016, the City Council of the City of Culver City, California, hereby approves Comprehensive Plan, P2015-0141-CP, Tentative Tract Map, P2015-0141-TTM, Height Exception, P2015-0141-HTEX, subject to the conditions of approval as set forth in Exhibit "A" (Standard and Special Conditions of Approval) and Exhibit "B" (Mitigation Measures), attached hereto and incorporated herein by this reference.

SECTION 3. Pursuant to Section 619 of the City Charter, this Ordinance shall take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616 and 621 of the City Charter, prior to the expiration of fifteen days after the adoption, the City Clerk shall cause this Ordinance, or a summary thereof, to be published in the Culver City News and shall post this Ordinance or a summary thereof in at least three places within the City.

SECTION 4. The City Council hereby declares that, if any provision, section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason of any preemptive legislation, then the City Council would have independently adopted the remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this ordinance and as such they shall remain in full force and effect.

APPROVED and ADOPTED this _____ day of _____, 2016.

MICHEÁL O'LEARY, MAYOR
City of Culver City, California

ATTESTED BY:

MARTIN R. COLE, City Clerk

APPROVED AS TO FORM:

CAROL A. SCHWAB, City Attorney

A16-00152

EXHIBIT A
ORDINANCE NO. 2016-_____
Ivy Station TOD Mixed Use
Comprehensive Plan, P2015-0141-CP, Height Exception, P2015-0141-HTEX,
and Tentative Tract Map, P2015-0141-TTM
8824 National Boulevard, Culver City, CA 90232

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	GENERAL			
1.	These Conditions of Approval are being imposed on the Ivy Station Mixed Use Transit Oriented Development consisting of a 148 Room Hotel, approximately 57,742 square feet of retail and restaurant uses, 196,333 square feet of office use and 200 residential dwelling units (the "Project"), for the property located at 8824 National Boulevard (the "Property").	All	Standard	
2.	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 four (4) years from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 17.595.030 –"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	
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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	GENERAL			
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 signage shall be processed through a Master Sign Program pursuant to CCMC Section 17.330.050.D.2. Said Master Sign Program shall be submitted to the Planning Manager for review and presentation to the Planning Commission for final review 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	
12.	Street trees shall be installed, to the satisfaction of the City Engineer and the Community Development Director, in conformity with the City's approved Street Tree Master Plan and/or the City's Washington National Transit Oriented Development District Streetscape Plan including tree wells and irrigation All new (and existing) street trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan.	Planning/ Public Works	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	GENERAL			
13.	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	
14.	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	
15.	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	
16.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	GENERAL			
17.	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	
18.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
19.	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	
20.	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	
21.	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	
22.	The Project shall comply with all applicable provisions of CCMC Section 17.400.065 - "Mixed Use Development Standards"; Ordinance No. 2012-006 - Planned Development Zone No. 11; and the final adopted Comprehensive Plan P2015-0141-CP.	Planning	**Special**	
23.	The project building height(s) shall comply with the maximum building heights as permitted and outlined by the adopted Ivy Station Comprehensive Plan as follows: • Office Building - 75 feet maximum; • Residential Building – 80 feet maximum; • Hotel Building – 80 feet maximum.	Planning	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
24.	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	
25.	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	
26.	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.	Planning/ Parks & Rec.	Standard	
27.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted as applicable.	Planning/ Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
28.	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	
29.	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	
30.	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	
31.	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	Planning/ Public Works	Standard	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	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. F. The Construction Traffic Management Plan shall include the timing and duration of all street and/or lane closures and shall be made available to the City in digital format for			

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	posting on the City's website and distribution via email alerts on the City's "Gov Delivery" system. The Construction Traffic Management Plan shall be updated weekly during the duration of project construction. G. Prior to approval of the Construction Traffic Management Plan and the Construction Management Plan (Condition No. 31), the Applicant shall conduct one (1) Community Meeting pursuant to the notification requirements of the City's Community Meeting guidelines, to discuss and provide the following information in the Construction Traffic Management Plan and Construction Management Plan to the surrounding community : 1) Construction schedule and hours. 2) Framework for construction phases. 3) Identify traffic diversion plan by phase and activity. (A formal Traffic Control Plan shall be submitted separately for review and approval by the City for each phase). 4) Potential location of construction parking and office trailers. 5) Truck hauling routes and material deliveries (i.e. identify the potential routes and restrictions. Discuss the types and number of trucks anticipated and for what construction activity). 6) Emergency access plan. 7) Demolition plan. 8) Staging plan for the concrete pours, material loading and removal. 9) Crane location(s).			

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	10) Accessible Applicant and contractor contacts during construction activity and during off hours (relevant email address and phone numbers). 11) Identify temporary access to the Metro Expo Station area during construction.			
32.	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	
33.	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	
34.	Prior to issuance of a building permit, notice of the Project construction schedule shall be provided to all abutting property owners and occupants and shall be provided to the City in electronic format for posting on the City's website and distributed via email to interested parties. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and	Building	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).			
35.	Prior to submittal of any building permits, the Applicant shall coordinate a meeting with the City of Los Angeles Department of Building and Safety and the City of Culver City Building Official to establish the building permit review and issuance process for the Project. The process shall be set forth in a written instrument in form and substance acceptable to the City Attorney and signed by the Applicant/Property Owner, the City of Los Angeles and the City of Culver City and the Applicant.	Building	**Special**	
36.	A separate shoring permit shall be required. Submit 2 sets shoring plans and structural calculations stamped by a licensed engineer. Note: support of adjacent properties may be required. Notification and upgrades of adjacent properties may be required. If upgrades to adjacent properties are required. The Culver City Building Safety Division and the Culver City Engineering Division will determine what upgrades, if any, shall be the responsibility of which party. All shoring within the Metro right of way shall be reviewed and approved by Metro. Provide evidence to the Community Development Director of Metro shoring approval with shoring plan submittal.	Building	**Special**	
37.	All concrete pours shall be designed to start and end construction activities within the allowed construction hours.	Building	**Special**	
38.	All shafts shall be min. 2 hr. rated from the foundation to the underside of the roof deck or to the top of parapet walls as part of any shaft construction.	Building	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
39.	All shafts shall be enclosed at all levels to other areas of the building. Shafts may be exposed to the exterior if they are located on a property line street frontage.	Building	**Special**	
40.	All exit stairways that lead to horizontal exit ways shall be min. continuous 1 hr. rated to the sidewalk or public street.	Building	**Special**	
41.	Commercial kitchen exhaust hood ducting shall have keep horizontal sections as short as possible. All hood ducting shall be vertical or 45 deg. to vertical and shall be min. 2 hr. rated.	Building	**Special**	
42.	All parking areas shall be min. 1 hr. rated to all other areas of the building.	Building	**Special**	
43.	All treads, risers, handrails, etc. inside any common area stairway shall be 100% non-combustible construction. All construction within a common stairway shall be 100% non-combustible construction.	Building	**Special**	
44.	The Building Permit Plans shall include the following: • Occupancy classification, square footage, and occupant load labeled for each space. • Allowable area calculations for each floor based on the proposed occupancy classifications and proposed types of construction. <u>Parking Structure</u> • All portions of the parking structure shall be min. 2 hr. rated, reinforced concrete construction. The ground floor structure and ground floor ceiling structure shall be min. 2 hr. rated reinforced concrete construction.	Building	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	• All parking areas shall be min. 1 hr. rated to all other areas of the building. • Floors P3, P2, and P1: all stair, elev. and any other shafts shall be min. 2 hr. rated, reinforced concrete construction, all treads and risers steel construction. • All storage, mechanical, or equipment rooms min 1 hr. rated. • Ground floor: all stair, elevator and any other shafts shall be min. 2 hr. rated, reinforced concrete construction, all treads and risers steel construction. • The walls and ceiling surrounding the vehicle ramp to Venice shall be min. 2 hr. rated. • The vehicle ramp to National shall be min. 2 hr. rated all walls and ceiling. • The residential building/ hotel building; the parking area/all driveways shall be minimum 2 hr. rated all walls and ceiling. <u>Office Building</u> • All mechanical and equipment rooms as part of the office building shall be min. 1 hr. rated all sides and ceiling. • The office building elevator lobby and main lobby walls and ceiling shall be 1 hr. rated. • All restaurant spaces in the office building shall be min. 1 hr. rated all walls and ceiling. • The exterior exit corridor on the southeast side of the building shall be min. 1 hr.			

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	rated all walls and ceiling. • The main lobby shall be min. 1 hr. rated all walls and ceiling. • All stair, elevator, and any other shafts shall be min. 2 hr. rated, all treads and risers steel construction. <u>Residential Building</u> • All stair, elevator and any other shafts shall be min. 2 hr. rated, reinforced concrete construction, all treads and risers steel construction. • All trash, mechanical, and electrical rooms shall be minimum 2 hr. rated all walls and ceiling. • All ground floor retail and restaurant spaces shall be min. 1 hr. rated ceiling. • The open walkway at the lower left shall be min. 1 hr. rated all walls and ceiling. • The corridors at the left area and the lower area shall be minimum 1 hr. rated all walls and ceiling. • Each residential unit shall be min. 1 hr. rated all walls and ceiling to every other adjoining residential unit. • The 2 triangular courtyards shall be min. 1 hr. rated all walls. • All walls within 10' of the open stair on the south side shall be min. 1 hr. rated. • All walls within 10' of the middle open stair shall be min. 1 hr. rated. • All walls and ceiling of the lower left open corridor shall be min. 1 hr. rated all walls			

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	and ceiling. Hotel Building • All stair, elevator and any other shafts shall be min. 2 hr. rated, reinforced concrete construction, all treads and risers steel construction. • The porte-cochere/valet driveway; all walls and ceiling shall be min. 2 hr. rated. • The main lobby shall be min. 1 hr. rated to all other parts of the building. • The 2nd floor: all stair, elevators and any other shafts shall be min. 2 hr. rated, all treads and risers steel construction. • All trash, mechanical, and electrical rooms shall be min 2 hr. rated all walls and ceiling. • The main lobby shall be min. 1 hr. rated all walls and ceiling. • Every guest unit shall be min. 1 hr. rated to every adjacent guest unit all walls and ceiling. • All corridors shall be min. 1 hr. rated all walls and ceiling. • A1 hr. occupancy separation may be required from the ballroom to the residential building to the left. • The 3rd, 4th, and 5th floors: all stair, elevator and any other shafts shall be min. 2 hr. rated, all treads and risers steel construction. Indicate type of construction for A occupancy pool deck; down to foundations.			

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45.	All utilities shall be underground or enclosed in the building construction. No overhead utilities shall be permitted.	Building	**Special**	
46.	All walls, floors, ceilings, etc. of each residential unit shall be min. STC 50. The overall permit application drawings shall include the fire rating and STC test report of each type of assembly; walls, roofs, floors, etc. Each residential unit shall be min. r-24 at all exterior walls and min. R-30 at all floors and ceilings. All exterior glazing shall be spectrally selective, low e, dual glazing. Upgraded STC ratings of the walls, doors, and windows of the residential units is recommended due to the high volume of vehicular traffic.	Building	**Special**	
47.	Tempered or laminated glazing shall be specified at all hazardous locations.	Building	**Special**	
48.	The overall construction permit application may be scheduled for review at the City's weekly Project Review Committee (PRC) meeting at the option of the applicant. Scheduling shall be coordinated through the Planning Manager.	Building	**Special**	
49.	The construction permit application review time shall be a minimum of 20 City working days and may be extended at the option of City staff. Note: additional review time may be necessary for an independent structural review.	Building	**Special**	
50.	As the project nears completion no partial or grand openings shall be permitted without applying for and gaining approval of a C of O or TCO. Do not schedule any partial or full openings or advertise any openings without City approval.	Building	**Special**	
51.	Any sidewalk closing requires approval of the Culver City Engineering Division. No projections over the right of way will be permitted without Culver City Engineering Division approval.	Building	**Special**	

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PRIOR TO BUILDING PERMIT ISSUANCE				
52.	Drawings will be required indicating the type of pedestrian protection proposed.	Building	**Special**	
53.	The pedestrian protection will be reviewed by the Building Safety and Engineering Divisions.	Building	**Special**	
54.	The overall construction permit application drawings shall indicate any construction staging areas proposed. The Culver City Engineering Division will require a separate permit for the temporary use of any City right of way.	Building	**Special**	
55.	The project will be required to comply with CalGreen mandatory commercial and residential measures, provide checklist on plans.	Building	**Special**	
56.	This project will be required by the Culver City Mandatory Solar Photovoltaic requirement to install 1 kw of solar pv power per 10k s.f. of building area not including parking areas.	Building	**Special**	
57.	Additional 3 hr. rated non-combustible construction fire walls may be necessary as determined by the Building Official.	Building	**Special**	
58.	The exterior of all the buildings shall be non-combustible or use fire retardant treated materials approved by the Building Official.	Building	**Special**	
59.	During construction any violations of the project conditions of approval may result in administrative assessments and/ or general stop work orders.	Building	**Special**	
60.	All trucks driving to the job-site shall obtain Culver City haul route permits.	Building	**Special**	
61.	Prior to the start of major construction activities a pre-construction coordination meeting shall be held in City Hall including the on-site field superintendent and City staff.	Building	**Special**	
62.	The Building Official reserves the right to adjust allowed construction staging areas during the course of the project.	Building	**Special**	

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PRIOR TO BUILDING PERMIT ISSUANCE				
63.	Final addresses to the various buildings shall be processed through the Planning Division prior to building permit issuance.	Building/ Planning	**Special**	
64.	The project shall meet all current Fire, Building Mechanical, Electrical National, State and CCMC 9.02 requirements.	Fire	**Special**	
65.	A water company flow analysis for this project area from both LADWP and the Southern California Water Company shall be determined and provided to the Fire Department for comparison of required flow and water availability.	Fire	**Special**	
66.	This project, due to size, building distribution, elevation and complexity shall meet requirements of Fire Code Official per authority of CA Title 24, part 9, CA FIRE CODE Chapter 1, section 104.1 and Chapter 9, for special hazards. Requirements will be defined upon presentation of specific plans that will reflect actual or final design of buildings and structures.	Fire	**Special**	
67.	For buildings and property, all references to inspection authority and codes shall apply to the Fire Code Official, Culver City Fire Department.	Fire	**Special**	
68.	Addresses for each/all buildings shall be compliant with the 2013 or most current Building and Fire Codes and shall be reviewed and approved by the Fire Code Official.	Fire	**Special**	
69.	Provide fire extinguishers with size, type and location as approved by the Fire Code Official.	Fire	**Special**	
70.	All roof top gardens, solar PV systems and other roof obstructions shall be reviewed and approved by the Fire Code Official. Fire Code Official shall per the Fire Code Chapter 1, 104.1 establish all conditions for the installation of any equipment, or thing that obstructs suppression operations.	Fire	**Special**	

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PRIOR TO BUILDING PERMIT ISSUANCE				
71.	Contractors shall provide compliance with the current state codes, CCFD regulations and future conditions. Complete prior to project submittal for the building permit.	Fire	**Special**	
72.	All Fire Lanes shall be a minimum 26 feet wide with a vertical clearance of 13' 6" from the edge of the fire lane to the opposite edge of the Fire Lane unobstructed to the sky (This would include the placement of all landscaping elements (Trees, Shrubs and/or other Materials and plants) to allow ready access of fire apparatus and fire equipment and personnel.	Fire	**Special**	
73.	Fire Department Connections and Double Detector Check Assemblies locations shall be determined by the Fire Department. The Project design engineer shall submit locations for review and approval prior to final plans being accepted for equipment locations.	Fire	**Special**	
74.	Fire hydrant spacing requirements are 300 foot spacing with a hydrant within 150 feet of each Fire Department connection.	Fire	**Special**	
75.	Access to the existing fire life safety equipment at the MTA platform stair shall not be obstructed by any design elements, plants, artwork or other materials throughout the fire lane from Robertson/Venice Blvd to the existing hydrant, DDCA, FDC and control valves within the stairwells.	Fire	**Special**	
76.	All federal standards, state codes and Culver City Municipal Codes to be used for construction of this project shall be listed on the building permit plans.	Fire	**Special**	
77.	All pertinent life safety notes per building and occupancy shall be provided on the building permit plans.	Fire	**Special**	
78.	All reviews, permits, and inspections for life safety systems shall be by the Culver City Fire Department, Fire Prevention Division.	Fire	**Special**	

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PRIOR TO BUILDING PERMIT ISSUANCE				
79.	A fire lane location shall be determined by the Fire Code Official upon submittal of final proposal, location of fire lane width, vertical clearance, location and type of fire department connections (FDC's) and similar equipment. The DDCA's shall be determined by the appropriate water company. All finished exterior surfaces that are adjacent to fire safety equipment shall be provided to meet the requirements of the 2013 or most current California Fire Code and fire safety requirements of the same CA Fire Code Chapter 3 5 and 6 shall be required. All fire lane and fire road surfaces shall be of approved surfaces and designed to support the weight of a 68,000 pound apparatus. All requirements are subject to review and approval of the Culver City Fire Code Official.	Fire	**Special**	
80.	Gurney accessible elevators shall be provided pursuant to applicable code, with all access from the public way to the elevator lobbies being of a smooth surface.	Fire	**Special**	
81.	All exterior walls and parapets 5 feet or greater shall have noncombustible catwalks and ladders with locations of the catwalks and ladders approved by the Fire Code Official and structural design approved by the Building Department.	Fire	**Special**	
82.	A KNOX Box key system shall be submitted to and approved by the Fire Code Official.	Fire	**Special**	
83.	All exterior doors shall have keysets and handles.	Fire	**Special**	
84.	All exterior and interior doors shall be labeled with room numbers assigned by the Architect and names to describe the room use.	Fire	**Special**	
85.	All exterior wall faces and tops of parapets shall be of solid materials or as submitted to and approved by the Fire Code Official.	Fire	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
86.	Smoke exhaust systems are required in enclosed parking structures, type of systems, control locations, status indicators shall be located in the designated fire room and other areas as required by the Fire Code Official.	Fire	**Special**	
87.	All trash compactors shall have 2 1/2 inch fire hose swivels installed in MFG Bungs.	Fire	**Special**	
88.	All kitchen hood systems for Type I hoods shall be connected to the fire alarm system.	Fire	**Special**	
89.	All structures shall have a California Fire Code compliant fire alarm and off site fire monitoring system. The fire alarm system(s) shall be submitted to the Fire Code Official for review, permits and inspections.	Fire	**Special**	
90.	All fire underground piping shall be submitted to the Culver City Fire Department Fire Prevention Division for review and approval by the Fire Code Official and have approved sectional valves throughout the system.	Fire	**Special**	
91.	All buildings require fire sprinkler system sectional valves per floor and zone. A Class III hose valve system shall be provided with 2-1/2" valves and 1-1/2" reducing caps. Valve locations shall provide minimum of 100 feet of hose with 30 foot stream. Roof test headers shall be tested by the contractor at the end of the project showing 500 GPM at 65 PSI. Water from testing shall be captured and comply with the BMP between the CA State Fire Marshal and the California Water resources Board. Follow all SWIP and SUSUMP requirements.	Fire	**Special**	
92.	Any Building with seismic movement systems shall provide a movement loop for the fire sprinkler where it enters the building.	Fire	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
93.	All fire sprinkler and hose valve underground piping shall be submitted to the Fire Department for review, permits and inspections.	Fire	**Special**	
94.	Prior to any submittals for permits, (because this project is both Los Angeles and Culver City) Authority Having Jurisdiction (AHJ) shall be determined. Boundaries for jurisdiction shall not cross building lines.	Fire	**Special**	
95.	National Boulevard, between Venice Boulevard and Washington Boulevard adjacent to the project site, shall be widened by twelve (12) feet. The existing railroad tracks that cross National Boulevard shall be removed and the street regraded to allow for positive drainage along the westerly gutter flow line. The two existing catch basins on each side of the railroad tracks shall be eliminated. The parkway width along National Boulevard adjacent to the project site shall be eight feet, which shall contain the required landscaping and a minimum four foot wide sidewalk.	Public Works	**Special**	
96.	The existing curb returns on National Boulevard at Venice Boulevard and Washington Boulevard, adjacent to the project site, shall be reconstructed with a minimum radius of 35 feet. A corner cut-off shall be installed and street right-of-way dedicated that will allow for adequately designed curb ramps and landings at both corners.	Public Works	**Special**	
97.	The northbound approach of National Boulevard to Venice Boulevard shall be restriped to provide two left-turn lanes, two through lanes, and a right turn lane. Minor striping of National Boulevard north of Venice Boulevard may be required. This work shall be completed to the satisfaction of the City Engineer and the Los Angeles Department of Transportation. Additionally, a right-turn lane shall be installed for southbound	Public Works	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	National Boulevard to westbound Washington Boulevard.			
98.	A Class II bike lane shall be installed on both sides of National Boulevard between Washington Boulevard and Venice Boulevard. This work shall include all striping, legends, and signage and be completed to the satisfaction of the City Engineer. In addition, a bike box shall be installed on the north and west legs of the intersection as determined by the City's Traffic Engineer.	Public Works	**Special**	
99.	The eastbound approach of National Boulevard to Robertson Boulevard shall be restriped to provide two left-turn lanes, one through lane, and one through-right turn lane. The design and execution of this work shall be approved by the Los Angeles Department of Transportation and City of Culver City.	Public Works	**Special**	
100.	A traffic signal shall be installed at the project's main driveway and National Boulevard as required by the traffic signal warrant contained in the approved traffic impact study. A northbound left-turn signal phase and striped left turn lane on National Boulevard serving the project's main driveway shall also be required. The smaller southerly driveway on National Boulevard shall be right turn in and right turn out and shall have proper signage and striping installed. Crosswalks shall not be installed at this intersection. This new signal shall be synchronized with the adjacent signals on Washington Boulevard. Any other ancillary work required to accomplish the above described work, including but not limited to installation of new signal poles, mast arms, fire preemption, street lights, new service and controller cabinets shall be included. New signal poles shall be designed for 100 mph winds per CALTRANS	Public Works	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	standards. This work shall be shown on a traffic signal plan prepared by a civil or traffic engineer registered in the State of California and shall be submitted to the Engineering Division for review, approval, and permitting. Separate signal timing charts shall be submitted for review.			
101.	The new mid-block traffic signal on National Boulevard shall be incorporated into the City's Traffic Control System (TCS). The developer, at its own expense, shall employ the City's traffic engineering consultant to accomplish this work to the satisfaction of the City Engineer.	Public Works	**Special**	
102.	National Boulevard shall be completely restriped from Washington Boulevard to Venice Boulevard, including the crosswalks at each intersection.	Public Works	**Special**	
103.	A Class II bike lane shall be installed on the northerly side of Washington Boulevard from National Boulevard westerly until an adequate bike lane width is no longer viable. The existing bike lane on the southerly side of Washington Boulevard beginning at the property located at 8810 Washington Boulevard shall be extended easterly and merged into the right turn lane at National Boulevard. In addition, a bike box shall be installed on the west leg of the Washington Boulevard/National Boulevard intersection. The bike box will be located easterly of the crosswalk in the number two eastbound lane entering the intersection. The existing crosswalk on the west leg of the intersection will need to be relocated westerly to allow for the bike box. This work shall include all striping, legends, and signage and be completed to the satisfaction of the City Engineer.	Public Works	**Special**	
104.	All striping shall be thermoplastic paint.	Public Works	**Special**	

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PRIOR TO BUILDING PERMIT ISSUANCE				
105.	Cut-outs along Venice Boulevard for loading and trash pickup shall be designed and constructed to the satisfaction of Culver City, City of Los Angeles, and Caltrans. Trash pick-up along National Boulevard shall be onsite, between the project's two driveways, and shall be designed and constructed to the satisfaction of the City Engineer. Screening of said trash pick-up area shall provided and reviewed and approved by the Planning manager prior to building permit issuance.	Public Works/ Planning	**Special**	
106.	Visibility for motorists at all driveways and cut-outs shall be designed to provide adequate sight distance for the 85th percentile speed of traffic.	Public Works	**Special**	
107.	The existing power pole on National Boulevard shall be removed. All new services shall be undergrounded.			
108.	The proposed sidewalk on Washington Boulevard shall be twelve feet wide from National Boulevard to the project's drive approach and ten feet wide west of the drive approach.	Public Works	**Special**	
109.	All drive approaches being proposed by this project shall have adequate ADA crossings.	Public Works	**Special**	
110.	The existing street light system along the project's frontage with National Boulevard and Washington Boulevard shall be converted to low voltage induction type lighting. This work shall include, but not limited, to new street light conduit, wiring, pull boxes, light fixtures, and ballast. New street light poles and electrical meter enclosure may be required. A separate street lighting plan shall be submitted to the Engineering Division for review, approval, and permitting.	Public Works	**Special**	

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111.	The required bus stops, including bus pads, shelters, and trash receptacles, shall be shown on the street improvement plan and designed to the satisfaction of the City's Transportation Department.	Public Works	**Special**	
112.	This project is subject to the City's Washington National Transit Oriented Development District Streetscape Plan. A separate streetscape plan for the public right-of-way shall be submitted to the Engineering Division and shall be reviewed by the Community Development Director and the City's Landscape Architect, prior to approval and permitting. This plan shall include street trees, tree wells, tree grates, planters, special paving, landscape irrigation, way-finding signs and other streetscape improvements consistent with the Washington National Transit Oriented Development District Streetscape Plan. The streetscape improvements shall be installed along the Project frontage of Washington Boulevard, National Boulevard and Venice Boulevard. Coordinate with the City of Los Angeles and Cal Trans along Venice Boulevard for streetscape improvements. The landscaping and street trees shall be irrigated from an onsite meter source. The irrigation for the landscaping in the public right-of-way shall be separated from the onsite irrigation. All required valves and controllers shall be located onsite and be located in an area that is easily accessible to City staff. The irrigation system shall have a Calsense controller and rain sensor with stainless steel enclosures.	Public Works/ CDD/ Planning	**Special**	
113.	The Developer shall be required to maintain all Washington National Transit Oriented Development District Streetscape Plan improvements.	CDD	**Special**	
114.	The Applicant/Property Owner or their successors shall maintain all landscaping in the	Public Works	**Special**	

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	PRIOR TO BUILDING PERMIT ISSUANCE			
	public right-of-way in perpetuity. The new street trees installed by the Applicant/Property Owner shall be guaranteed for a one year period starting after the City accepts all work completed in the public right-of-way.			
115.	All concrete used in the public right-of-way shall have a minimum strength of 3250 psi.	Public Works	**Special**	
116.	Two (2) sets of on-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting. Among other things, the on-site improvement plans shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only.	Public Works	**Special**	
117.	Two (2) sets of off-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting for all proposed improvements within the public right-of-way. Separate plans for street improvements, street light improvements, and sewer improvements shall be prepared. Landscape plans for the public parkway area and storm drain plans for the relocation of existing catch basins shall be included in the street improvement plans.	Public Works	**Special**	
118.	Applicant shall pay an initial plan check fee in the amount of $750.00 each upon submittal of the on-site-Improvement and off-site Improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges.	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
119.	Concurrent with the submittal of the on-site improvement plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide Best Management Practices (BMP's) that adequately address the pollutants generated during the post-construction stage and shall be designed for filtration, infiltration and retention for the first 1.1 inches of rainfall. The site improvement plans shall note the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP. Said SUSMP shall be used to guide the "Conceptual – Not For Construction" Post Development Hydrology / SUSMP Map. The approval of the SUSMP is required prior to issuance of the Site Improvement Plan. The SUSMP shall cover the new building and parking lot. The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP.	Public Works	**Special**	
120.	Concurrent with the submittal of the on-site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The Storm Water Pollution Prevention Plan shall be submitted to the Engineering Division prior to any permit issuance. The Site Improvement Plans shall not be accepted for review unless the LSWPPP is included in the submittal package, including the plan check fee associated with the LSWPPP.			
121.	This project proposes to redevelopment property that exceeds one acre. Therefore, prior to the issuance of Grading or Building Permits, proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number shall be submitted. This will include the filing of a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State. A copy of the SWPPP and WDID shall be provided to the Engineering Division prior to the approval of the LSWPPP.	Public Works	**Special**	
122.	This project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of building permits or any construction permits issued by the Engineering Division.	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
123.	The final map shall be prepared by an engineer or surveyor licensed in the State of California.	Public Works	**Special**	
124.	The final map shall be submitted to the Los Angeles County Department of Public Works for review and to certify that the map is technically correct. 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**	
125.	A preliminary title report and subdivision guarantee is required showing all fee interest holders, all interest holders whose interest could ripen into a fee, all trust deeds, together with the names of the trustee and all easement holders. The account for this title report shall remain open until the final map is filed with the County Recorder. No easements shall be granted and recorded until after the final map is recorded, unless approved by the City Engineer and subordinated to any City easements by a certification upon the title sheet of the final map, prior to the grant.	Public Works	**Special**	
126.	The Applicant/Property Owner shall dedicate to the City a thirteen (13) foot wide strip for street purposes along project's frontage with National Boulevard.	Public Works	**Special**	
127.	The Applicant/Property Owner shall dedicate to the City adequate street right-of-way to encompass the reconstruction of the curb returns to a minimum 35 foot radius and installation of new curb ramps and landings at the corners of National Boulevard with Venice and Washington Boulevards	Public Works	**Special**	
128.	The Applicant/Property Owner shall dedicate to the City additional right-of-way along the project's frontage with Washington Boulevard from National Boulevard to the westerly right-of-	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	way line of Exposition Boulevard to provide for a 50 foot half street. Additional right-of-way shall also be dedicated along the METRO property's frontage with Washington Boulevard from the westerly right-of-way of Exposition Boulevard to the westerly METRO boundary to provide for a 48 foot half street.			
129.	Where necessary, the proposed street dedications shall be limited to a depth that shall be approved by the City Engineer.	Public Works	**Special**	
130.	The final map shall comply with all requirements of the State of California Subdivision Map Act, as most recently amended.	Public Works	**Special**	
131.	All required boundary monuments shall be installed within two years after the recording of the final map. At a minimum, spike and washers shall be set on the intersection of the centerline of National Boulevard and the easterly prolongation of the project's northerly property line (City boundary), and on the intersection of the centerline of Washington Boulevard and the southerly prolongation of the westerly right-of-way line of Exposition Boulevard. Each monument shall be tied to at least four (4) points by lead and tags. Centerline tie notes shall be filed with the Engineering Division.			
132.	All public improvements and boundary monumentation shall be completed and accepted by the City prior to recording of the final map or the subdivider shall post an acceptable form of security.	Public Works	**Special**	
133.	The final map shall be recorded prior to the issuance of a Certificate of Occupancy.	Public Works	**Special**	
134.	A trash/recycling management plan shall be provided that includes detail for bin enclosure size and locations, bin count, collection frequency and collection truck ingress and	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	egress. The plan shall be drawn to scale showing bins inside their enclosure and also show the route a collection vehicle would use to access the property, service the bin and exit the property. Enclosures shall be designed according to the City's bin enclosure specifications. Provide volumetric calculations of projected trash generation by commodity (e.g. trash, green waste, recyclables). The proposed bin count and collection frequency shall be supported by volume calculations. Proposed recycling facilities shall support, at minimum, 50% waste diversion.			
135.	As the proposed development site is bisected by the jurisdictional boundary between the Cities of Culver City and Los Angeles (LA), the Applicant/Property Owner shall meet the bicycle parking requirements in both jurisdictions for the project components within the separate jurisdictions, unless the LA Planning Department defers in writing to the Culver City requirements for the LA component.	Public Works	**Special**	
136.	Secure bicycle parking shall be provided to accommodate a minimum of at least eighty-seven (87) bicycles for the portion of the project located within Culver City. The bicycle parking shall be provided to accommodate separate parking for the residential, retail/restaurant, office, and hotel components of the Culver City project component: • Residential - Fifty (50) long-term and ten (10) short-term parking spaces. • Retail/Restaurant – Seven (7) long-term and three (3) short-term parking spaces. • Office – Two (2) long-term and one (1) short-term parking spaces. • Hotel - Seven (7) long-term and seven (7) short-term parking spaces.	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
137.	The long-term spaces shall be provided in individual bike lockers or bike racks in a secure locking enclosure, accessible only to the bicycle owners, and shall be located so they are protected from the weather, easily accessed and are visible to promote usage and enhance security. The short-term spaces shall be provided using eleven (11) City approved "Inverted - U" Bicycle Racks. The short-term bicycle parking spaces shall be provided within 50-ft walking distance of the main pedestrian entrances to the restaurant/retail/office building All project related bicycle parking shall be provided on the development site. Bicycle parking location, layout and equipment shall comply with the City's approved Bicycle and Pedestrian Master Plan Design Guide, and the development plans shall be revised to provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking areas. Bicycle parking shall be installed only on all-weather surfaces. Signage shall be provided by the developer throughout the project site directing to and identifying the location of all bicycle parking.	Public Works	**Special**	
138.	All bicycle parking required above, shall be installed, maintained and managed by the Applicant/Property Owner or their successors, and approved by the Public Works Director or their designee, prior to issuance of any Certificate of Occupancy. All short-term bicycle parking shall be provided free of charge. All long-term bicycle parking shall be provided free of charge to the project residents, guests, and employees of the tenants.	Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
139.	Concurrent with submitting any application for Building Permit for any work involving vehicle parking, the applicant shall provide detailed design and location information on the bicycle parking for the project to Culver City Public Works Department, Administrative Division. The development plans submitted for Building Permit shall provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, the widths of maneuvering areas and clearances.	Public Works	**Special**	
140.	Prior to issuance of any Public Works Department/Engineering Division Permit for the Project, the Applicant/Property Owner shall obtain a determination from the Public Works Department Administration staff that the final bicycle parking layout is in compliance with these bicycle parking requirements.	Public Works	**Special**	
141.	Prior to issuance of any Public Works Department/Engineering Division Permit for offsite improvements, the Applicant/Property Owner shall submit, for review and approval of the City Engineer or his designee, a bicycle handling plan for the work zone in the public right-of-way and detailing the type and content of bicycle related construction warning signage and location. The bicycling handling plan may be incorporated into a traffic handling plan submitted for the same work zone.	Public Works	**Special**	
142.	All bicycle parking required above, shall be installed, maintained and managed by the developer or their successors, and approved by the Public Works Director or their designee, prior to issuance of any Certificate of Occupancy.	Public Works	**Special**	
143.	The applicant shall comply with all provisions of Culver City Municipal Code § 7.05.015 regarding Transportation Demand and Trip Reduction	Transportation	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	Measures. The applicant shall indicate compliance with all CCMC Section 7.05.015 Transportation Demand and Trip Reduction Measures on the Building Permit Plans to be submitted for review and approval. The locations of information kiosk, van pool/carpool parking spaces, and bike parking should be clearly identified on the plans.			
144.	Prior to issuance of any Public Works Department and/or Engineering Division permit, the applicant shall provide off-site improvement plans to Transportation Department for approval showing the design of all bus stop zone requirements as listed in Item 146 below; the final design of the bus stop zones and bus stop furniture shall be approved by Transportation Department. The site plan drawings shall show the sidewalk dimensions and other existing and proposed sidewalk features such as tree wells, utilities, and furniture and all require bus-related improvements.	Transportation	**Special**	
145.	Prior to issuance of any Certificate of Occupancy for any portion of the project, the applicant shall comply with the following requirements: 1). The applicant shall implement a Transportation Demand Management/ Commute Trip Reduction Program (TDM Program). The TDM Program shall include measures to reduce the number of vehicle trips for all uses associated with the development of the site in order to reduce such vehicular trips and air emissions related to the Project. Said implementation shall include a Project representative to serve as the coordinator (Program Coordinator) of this TDM Program. The Program Coordinator shall submit annual reports to the Transportation Department for approval with	Transportation	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	information of the implemented TDM Program, results of annual TDM surveys, and analysis of program effectiveness. Transportation Department will review and confer with Program Coordinator to develop program revisions, as necessary, to attain trip reductions. In addition to the transportation demand management measures that are required by the CCMC Transportation Demand and Trip Reduction Ordinance, CCMC Municipal Code § 7.05.015 , the Program shall include all of the standard employee commute trip reduction methods including, but not limited to, the following: a. Bicycle route map information; b. Financial rewards program for participation in trip reduction efforts; c. Flexible work hours (arrival and departures outside of commute peak periods); d. Guaranteed return trip for employees participating in rideshare or other transit programs; e. Personalized commute assistance offered by on-site employee transportation coordinator; f. Promotional information of transit and rideshare agencies serving the area including the address, telephone number, website, routes, maps, schedules and fees of these agencies; g. Rideshare matching service for employees; h. Subsidization of transit passes; i. Trip reduction program marketing and			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	recruitment; and j. Various on-site services and amenities (i.e., cafeteria/lunch room, vending machines, automatic teller machines, fitness center, clothes lockers, and showers).			
146.	2). Bus stop zone requirements: Washington Blvd. Bus Stop Zone (in front of Culver City Station) shall include: a. 180-foot bus stop zone divided into two 90-foot segments on either side of the Project driveway entrance off of Washington Blvd. b. Concrete bus pad for the whole length of the two 90-foot segments of the bus stop zone and the distances entering and exiting the bus stop zone. c. Two (2) four-seat bus benches. d. Two (2) shelters. e. Two (2) trash receptacles. f. One (1) real-time next bus arrival information LCD sign. g. Provide conduit to shelter pad for security lights and real-time information sign. h. The tree wells/ landscape/ other obstructions should avoid the bus door zones. Sidewalk in the bus stop zone should allow for proper pedestrian and ADA circulation. i. The bus stop furniture shall be located to the back of sidewalk to accommodate pedestrian clearance and comply with ADA accessibility and bus stop	Transportation/ Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	requirements. j. If any of the bus stop furniture is installed by the City prior to Project's construction completion, the developer shall reimburse the City for the costs of procuring and installing the bus stop furniture required above. Venice Blvd. Bus Stop Zone (Eastbound Venice Blvd. east of Exposition Blvd.) shall include: a. 180-foot bus stop zone. b. Bus pad for the whole length of the 180 foot bus stop zone and the distances entering and exiting the bus stop zone. c. Two (2) 16' pedestrian security lights. d. Shelter pad – install shelter foundation prior to sidewalk pour and include in civil plans to minimize conflict and to comply with ADA requirements. e. Provide conduit to shelter pad for shelter's security lights. f. 180'x10' sidewalk in the bus stop zone should be clear of obstructions. g. Two (2) sets of benches and shelters (to be installed by CBS Decaux). h. Two (2) trash receptacles. i. The bus stop furniture shall be located to the back of sidewalk to accommodate pedestrian clearance and comply with ADA accessibility and bus stop requirements. Sidewalk in the bus stop zone should allow for proper pedestrian and ADA circulation.			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	The bus stop zone and furniture shall be maintained by the Applicant/Property Owner or their successors. The final layout and design of all bus stops and furniture shall be reviewed and approved by the Transportation Department and the Public Works Department.			
147.	Prior to issuance of any Public Works Department/Engineering Division Permit for offsite improvements, the Applicant/Property Owner shall submit, for review and approval of the Transportation Director or designee, a transit handling plan for the work zone in the public right-of-way and detailing the type and content of transit related construction warning and wayfinding signage and location. The developer shall ensure that the use of the existing bus stop zones adjacent to the Project on Venice Boulevard, and Washington Boulevard are maintained and that there is safe and convenient access to/from these bus stop zones during construction. The transit handling plan may be incorporated into a traffic handling plan submitted for the same work zone.	Transportation	**Special**	
148.	The Developer shall consult with Metro to determine whether it is necessary to temporarily relocate, the bus stop on Venice Blvd west of Robertson Blvd during construction.	CDD	**Special**	
149.	The Developer shall conform to all Metro requirements related to design and operation of on-site Expo parking.	CDD	**Special**	
150.	The Developer shall conform to all Metro requirements related to Expo signage.	CDD	**Special**	
151.	A Public Open Space Covenant and Agreement shall be executed by the Applicant/Property Owner and recorded in the County Recorder's office, on a form provided by the Planning	CDD	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO BUILDING PERMIT ISSUANCE			
	Division and in form and substance acceptable to the City Attorney and Community Development Director, requiring the Project public open space to be maintained in a clean and sanitary condition and open and available to the public as determined by the City for the life of the Project. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.			
152.	The Developer shall install a decorative construction fence to satisfaction of the Community Development Director.	CDD	**Special**	
153.	The Developer shall install cisterns for storm water capture and supplementary on-site irrigation. Greywater, to the extent feasible, shall be used for irrigation.	CDD	**Special**	
154.	A Lot Assembly Covenant and Agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney and to the satisfaction of the Planning Manager, and City Engineer regarding lot ties for all future ground lots and air space lots that border the City boundary line shall be executed by the Property Owner and recorded in the County Recorder's office. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	DURING CONSTRUCTION			
155.	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	
156.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
157.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
158.	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	
159.	During all phases of construction, all construction workers, contractors and others involved with the Project shall park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
160.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	DURING CONSTRUCTION			
161.	Consistent with Condition No. 152, 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 Community Development Director.	Building/ Planning/ CDD Public Works	Standard	
162.	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. Construction is prohibited on Sundays and National Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods on streets within Culver City. 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. Modifications to the prohibited hours for lane closures, dirt hauling and construction materials deliveries or removal prescribed above shall only be permitted upon review and approval of the Public Works Director. In the event the Culver City Municipal Code (CCMC) is amended to allow certain construction activities, such as but not limited to concrete pours, outside of the prescribed construction hours noted above, the Applicant may request extended construction hours pursuant to the amended CCMC, subject to approval by the Community Development Director and Public Works Director.	Building/ Public Works	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	DURING CONSTRUCTION			
163.	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	
164.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	DURING CONSTRUCTION			
165.	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	
166.	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	
167.	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	
168.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	DURING CONSTRUCTION			
169.	Subject to Community Development Director approval, the Developer shall post signage (including an area map) on the construction site fence adjacent to the Expo right of way, indicating that Expo parking is temporarily located at the Ince parking structure until further notice.	Planning/ CDD	**Special**	
170.	The project must conform to all pedestrian, bus rider, maintenance and emergency access requirements along the Expo right of way.	CDD	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
171.	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 **December 17, 2015 and January 14, 2016** 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	
172.	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. Pursuant to CCMC Section 15.06.320 the project is eligible for a recreational facilities credit.	Planning/ Parks	Standard	
173.	Per CCMC Section 15.06.120, the proposed project will trigger the City's Art in Public Places Program (APPP) requirement. The minimum 1% allocation is based on the value as appears on City-issued Building Permits. The applicant has several options for fulfilling the APPP requirement (CCMC Section 15.06.125), including commissioning site-specific permanent art, incorporating a cultural facility into the project or paying a portion or all of the APPP allocation to the Cultural Trust Fund. Payments to the Cultural Trust Fund shall be made prior to issuance of any Building Permit for the project; in cases where art is being commissioned for the site or a cultural facility is to be incorporated, this shall be completed prior to issuance of a Certificate of Occupancy.	Cultural Affairs	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION			
174.	Any portion of the APPP allocation that is reserved for a possible combined gateway art installation at Washington & National Boulevards shall be paid to the Cultural Trust Fund prior to issuance of any Building Permit.	Cultural Affairs	**Special**	
175.	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	
176.	A valet parking plan outlining the parking management of the valet parking for the Hotel shall be submitted to the Planning Division for review and approval by the Planning Manager and the City Traffic Engineer.	Planning	**Special**	
177.	A Mixed Use Covenant and Agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, related to the occupancy by residents of a mixed use development pursuant to Culver City Municipal Code Section 17.400.065.D.4 shall be executed by the Property Owner and	Planning	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
	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. The Property Owner shall provide a copy of the recorded Mixed Use Covenant and Agreement to each residential occupant of the Project.			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	ON-GOING			
178.	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 **February 17, 2016**, excepted as modified by these Conditions of Approval.	Planning	Standard	
179.	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	
180.	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	
181.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	ON-GOING			
182.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
183.	The Developer shall install Digital Messaging Signage (DMS) which communicates with the City's on-street DMS to identify parking availability in the subterranean parking garage.	CDD/ Planning	**Special**	
184.	All mitigation measures set forth in the IS/MND Mitigation Monitoring Report Program dated February 2016, attached as Exhibit B to City Council Ordinance No. 2016-____, relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein.	Planning	**Special**	
185.	Special events shall not be conducted in the established Fire Lanes.	Fire	**Special**	
186.	The tandem parking pairs shall be assigned to one residential unit per pair.	Planning	**Special**	
187.	The Community Development Director, or designee, shall conduct follow-up inspections on the on-site circulation, traffic mitigations, parking, project design, maintenance and operation of the Project after full operation of the Project has commenced, as set forth in this Condition. A report on the Project traffic mitigations, on-site circulation, parking, project design, maintenance and operation shall be reviewed by the Community Development Director twelve (12) months after occupancy of the Project. In the event the Project is not in full compliance with the approved Project plans, Project conditions of approval, Project mitigation measures and approved Comprehensive Plan, the Project shall be subject to the provisions of CCMC Chapter 17.660 – Revocations and Modifications as determined by the Community	CDD/ Planning	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	ON-GOING			
	Development Director based on, but not limited to, any of the following: one or more of the conditions of the permit have not been substantially fulfilled or have been violated including; the improvement authorized in compliance with the permit is in violation of any code, law, ordinance, regulation, or statute; or the improvement/use allowed by the permit has become detrimental to the public health, safety, or general welfare, or the manner of operation constitutes or is creating a nuisance.			
188.	Eight Clean Mobility Center parking spaces, including three electric vehicle charging station spaces (electric charging equipment to be funded by Metro), shall be provided on the ground level of the Project. Such parking shall be included as part of the required parking in the Project but not deducted from the parking supply. In addition, the Applicant shall provide electric vehicle charging station stalls within the project as part of the required project parking.	CDD	**Special**	
189.	The Applicant/Property Owner shall provide: A. Printed materials on how to use the Metro for apartment residents, employers, employees, and hotel guests; B. Free Tap cards for a minimum of one month and up to a year, if so requested by the residents with a new lease (one per household); C. For business lessees of 20,000 GSF or more, Property Owner will require those lessees to provide B-Tap cards for a minimum of 50% of the employees for one year following lease up; D. Discounted tap cards for hotel guests during	Planning	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	ON-GOING			
	the initial twelve months of operations to encourage and promote more frequent use of public transportation. In the event Metro introduces a program for discounted residential users (similar to the B-Tap program), the Applicant/Property Owner shall utilize funds in the equivalency of providing regular priced Tap cards to residents beyond one year. The Applicant/Property Owner shall provide a written affidavit to the Planning Division certifying that Metro Passes have been distributed as required by this Condition. In addition, the Applicant/Property Owner shall encourage the Project's commercial tenants to participate in Metro's Business Transit Access Pass (B-Tap) Program. Following one year of occupancy of at least 80% of the project, the Applicant shall provide a study and survey to identify the number of residents, employees and hotel guests who use the tap card for Expo. The scope of the Study shall be approved by the Community Development Director prior to commencement.			
190.	For any residential street in Parking District 1 and/or District 2, the East Culver City neighborhood north and south of Washington Boulevard (both with existing and future permit parking conditions), the applicant or property owner shall provide funding to pay for two parking permits per household in said parking district for three years. Said funds shall be paid to the City Engineer prior to the applicant requesting any Certificate of Occupancy. Any funds not allocated or used by the City by the end of a five (5) year period beginning from the date of issuance of the Certificate of Occupancy, shall be returned to the applicant interest free.	Public Works/ Planning	**Special**	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
	ON-GOING			
191.	The full width of National Boulevard shall be repaved by grinding two (2) inches and replacing with a two (2) inch section of rubberized asphalt. The limits of paving shall be from six (6) inches southerly of the southerly crosswalk at Venice Boulevard to the centerline of Washington Boulevard.	Public Works	**Special**	

EXHIBIT B
ORDINANCE NO. 2016-_____
Ivy Station TOD Mixed Use
Comprehensive Plan, P2015-0141-CP, Height Exception,
P2015-0141-HTEX,
and Tentative Tract Map, P2015-0141-TTM
8824 National Boulevard, Culver City, CA 90232

The following environmental mitigation measures shall be incorporated into the project development as conditions of approval. The project applicant shall secure a signed verification for each of the mitigation measures which indicate that mitigation measures have been complied with and implemented, and fulfills the City environmental and other requirements (Public Resources Code Section 21081.6.). Final clearance shall require all applicable verification as included in the following table. The City of Culver City will have primary responsibility for monitoring and reporting the implementation of the mitigation measures unless otherwise determined appropriate per consultation with the City of Los Angeles. The mitigation measures have been identified by impact category and numbered for ease of reference.

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
AESTHETICS **AES-1:** All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process. (City of Los Angeles MM I-10: Landscape Plan). **AES-2:** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. (City of Los Angeles MM I-120: Light) **AES-3:** The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat. City of Los Angeles MM I-130: Glare)	Condition of Approval	Plan Check Notes and Field Inspections	Prior to Building Permits	Los Angeles Department of City Planning, Building and Safety; Culver City Planning, Building Safety Division

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
AIR QUALITY				
AIR-1: Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer. (City of Los Angeles MM III-60: Commercial Trash Receptacles)	Condition of Approval	Plan Check Note and Field Inspections	Prior to Issuance of Building Permit	Los Angeles Department of Building and Safety; Culver City Building Safety Division

BIOLOGICAL RESOURCES				
BIO-1: The Applicant shall be responsible for the implementation of mitigation to reduce impacts to migratory and/or nesting bird species to below a level of significance through one of two ways. Vegetation removal activities shall be scheduled outside the nesting season which runs from February 15 to August 31 to avoid potential impacts to nesting birds. This would insure that no active nests are disturbed. Any construction activities that occur during the nesting season shall require that all suitable habitat be thoroughly surveyed for the presence of nesting birds by a qualified biologist, retained by the Applicant as approved by the City of Culver City, before commencement of clearing and prior to grading permit issuance. The survey shall be conducted within 72 hours prior to the start of construction. A copy of the pre-construction survey shall be submitted to the City. If any active nests are detected, a buffer of at least 300 feet (500 feet for raptors) shall be delineated, flagged, and avoided until the until the qualified biological monitor has verified that the young have fledged or the nest has otherwise become inactive. If the biologist determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to the City of Culver City and, upon request, the California Department of Fish and Wildlife Service. Based on the submitted information, the City of Culver City (and the Department, if the Department requests) shall determine whether to allow a narrower buffer. **BIO-2:** Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall	Condition of Approval	Plan Check Notes, Reports, Surveys and Field Inspections	Prior to Demolition, Grading and Building Permits	Los Angeles Department of Building and Safety, Public Works; Culver City Planning

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards. (City of Los Angeles MM IV-90: Tree Removal – Public Right-of-Way)				
CULTURAL RESOURCES				
CULT-1: The Applicant shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Monitoring may be adjusted, or ceased entirely, as determined appropriate by the archaeological monitor. **CULT-2:** In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. In preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and	Condition of Approval	Plan Check Notes, Reports, Surveys and Field Inspections	Prior to Grading Permit and Building Permit and On-Going during Construction	Los Angeles Department of Building and Safety; Culver City Building Safety Division, Building Safety Inspector, Public Works, Engineering and Planning Division

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
analysis. Any archaeological material collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes. **CULT-3:** The archaeological monitor shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources. The report and the Site Forms shall be submitted by the Applicant to Culver City, the City of Los Angeles, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. **CULT-4:** A qualified Paleontologist shall be retained to develop and implement a paleontological monitoring program for construction excavations that would encounter older Quaternary alluvium. The Paleontologist shall attend a pre-grading/excavation meeting to discuss a paleontological monitoring program. A qualified paleontologist is defined as a paleontologist meeting the criteria established by the Society for Vertebrate Paleontology. The qualified Paleontologist shall supervise a paleontological monitor who shall be present at such times as required by the Paleontologist during construction excavations into older Quaternary alluvium. Monitoring shall consist of visually inspecting fresh exposures of rock for larger fossil remains and, where appropriate, collecting wet or dry screened sediment samples of promising horizons for smaller fossil remains.				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
The frequency of monitoring inspections shall be determined by the Paleontologist and shall be based on the rate of excavation and grading activities, the materials being excavated, and the depth of excavation, and if found, the abundance and type of fossils encountered. Full-time monitoring can be reduced to part-time inspections, or ceased entirely, if determined adequate by the paleontological monitor. **CULT-5:** If a potential fossil is found, the paleontological monitor shall be allowed to temporarily divert or redirect grading and excavation activities in the area of the exposed fossil to facilitate evaluation of the discovery. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. At the Paleontologist's discretion, and to reduce any construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing and evaluation. If preservation in place is not feasible, the paleontologist shall implement a paleontological salvage program to remove the resources form the project site. Any fossils encountered and recovered shall be prepared to the point of identification and catalogued before they are submitted to their final repository. Any fossils collected shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, if such an institution agrees to accept the fossils. If no institution accepts the fossil collection, they shall be donated to a local school in the area for educational purposes. Accompanying notes, maps, and photographs shall also be filed at the repository and/or school. **CULT-6:** The paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted by the Applicant to the lead agency				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
and the Natural History Museum of Los Angeles County, and other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. **CULT-7:** If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.				
Geology and Soils **GEO-1:** Site-specific structural and seismic design parameters and recommendations for foundations, retaining walls/shoring, and excavation shall be implemented per the project's Final Geotechnical Engineering Investigation, subject to review and approval by Culver City Building Safety Division and/or Los Angeles Department of Building and Safety, as necessary. **GEO-2**: The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor. (City of Los Angeles MM VI-20: Erosion/Grading/Short-Term Construction Impacts) **GEO-3:** A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated. "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the	Condition of Approval	Plan Check Notes, Reports, Surveys and Field Inspections	Prior to Grading and Building Permits and a Foundation Plan	Los Angeles Department of Building and Safety; Culver City Building Safety Division and Building Safety Inspector

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts. "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities. Movement and removal of approved fencing shall not occur without prior approval by LADBS. (City of Los Angeles MM VI-40: Grading/20,00- Cubic Yards, or 60,000 Square feet of Surface Area or Greater)				
Greenhouse Gases **GHG-1:** Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable. (City of Los Angeles MM VII-10: Greenhouse Gases).	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Building Permit	Los Angeles Department of Building and Safety; Culver City Building Safety Division and Building Safety Inspector
Hazards and Hazardous Materials **HAZ-1:** Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s). Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file. (City of Los Angeles MM VIII-60: Hazards and Hazardous Materials). **HAZ-2:** If the LARWQCB issues a case closure determination upon completion of the work outlined in the Draft Workplan for impacted soils at the 8801 Washington Boulevard site in	Condition of Approval	Plan Check Notes, Reports, Surveys and Field Inspection	Prior to Grading Permit and Building Permit and On-Going during Construction	Los Angeles Department of Building and Safety, Public Works, and Fire Department; Culver City Building Safety Division; Building Safety Inspector; Fire Prevention; Fire Inspector; Planning Division

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
accordance with Low Threat Case Closure Criteria, a Soils Management Plan (SMP) shall be prepared if to address the proper handling of soils that contain hydrocarbons at levels below the case closure criteria during construction activities. The SMP shall include procedures for handling, transportation, disposal, onsite controls, and Personal Protective Equipment (PPE) requirements for contractors. Soil that would be excavated in order to construct the underground parking shall be monitored in accordance with the SMP as well as regulations of the South Coast Air Quality Management District (SCAQMD). Impacted soil, if encountered, shall be segregated into stockpiles, which would be transported to an offsite facility for proper disposal. The stockpile(s) shall be tested in accordance with the requirements of the disposal facility. **HAZ-3:** If the LARWQCB determines that the subsurface soils characterization results of the Draft Workplan for impacted soils at the 8801 Washington Boulevard site do not meet the Low Threat Case Closure Criteria, the project applicant shall prepare a Soil Remediation Plan for review and approval by the LARWQCB. The plan would include measures to remove and/or treat/remediate the impacted soils to a level determined acceptable per applicable regulatory standards, under supervision of a certified environmental consultant licensed to oversee such remediation. Upon completion of the Soil Remediation Plan, the project applicant shall contact the LARWQCB to obtain a closure letter that states no further soils testing or remediation is required on the project site. **HAZ-4:** Prior to the issuance of any permit for the demolition or alteration of the existing on-site buildings, a comprehensive asbestos-containing materials (ACMs) survey of the buildings shall be performed. If no ACMs are found, the Applicant shall provide a letter to the Culver City Building Safety Division and/or Los Angeles Department of Building and Safety, as necessary, from a qualified asbestos abatement consultant indicating that no				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Asbestos-Containing Materials (ACMs) are present in the on-site buildings. If ACMs are found to be present, they shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations. **HAZ-5:** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a comprehensive lead-based paint (LBP) materials survey shall be performed to the written satisfaction of the Culver City Building Safety Division and/or Los Angeles Department of Building and Safety, as necessary. Should LBP materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.				
Hydrology and Water Quality **WQ-1:** If dewatering activities occur on-site during future redevelopment, samples shall be obtained from the water and analyzed for volatile organic compounds (VOCs) and oxygenates to ensure that they do not exceed applicable discharge requirements. Should the samples exceed VOC, oxygenates or any other applicable discharge requirement, a dewatering plan shall be prepared by the Project Applicant for submittal to the Los Angeles Regional Water Quality Control Board (LARWQCB) and other appropriate agencies determined appropriate in consultation with the LARWQCB for review and approval. The plan shall include but not be limited to sampling of groundwater that may be contaminated; and treatment and disposal of contaminated groundwater in compliance with applicable regulatory requirements. Written verification from the LARWQCB of approval of a dewatering plan completion shall be submitted to the City of Culver City Department of Planning and Public Works prior to issuance of grading permit.	Condition of Approval	Plan Check Notes, Reports, Survey and Field Inspections	On-Going During Construction	Los Angeles Department of Building and Safety; Culver City Planning, Public Works, and Building Safety Division

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Noise **NOISE-1:** An acoustical analysis of the architectural plans of the proposed buildings shall be prepared by a qualified acoustical engineer, prior to issuance of building permits, to ensure that the building construction (i.e., exterior wall, window, and door) would provide adequate sound insulation to meet the acceptable interior noise level of 45 dBA CNEL.	Condition of Approval	Plan Check Notes, Reports, Surveys and Field Inspection	Prior to Building Permit	Los Angeles Department of Building and Safety; Culver City Building Safety Division; Building Safety Inspector; Planning Division .
Public Services **PS-1:** Construction Traffic Management Plan – A Construction Traffic Management Plan shall be developed by the project contractor in consultation with the project's traffic and/or civil engineer and approved by the City of Culver City City Engineer and Planning Manager and the City of Los Angeles Department of Public Works prior to issuance of any project demolition, grading or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the Cities Fire and Police Departments. The Culver City 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 management plan shall include, at a minimum, the following: ▪ The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations; ▪ 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	Condition of Approval	Plan Check Notes, Reports, Surveys and Field Inspection	Prior to Demolition, Grading and Building Permits and On-Going during Construction	Los Angeles Department of Building and Safety, Public Works, Fire and Police Departments; Culver City Planning, Public Works, Fire and Police Departments

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
required through the site, and maps showing access to and within the site and to adjacent properties; ▪ Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan; ▪ The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas; ▪ Identify the locations of the off-site truck parking and staging and provide measures to ensure that trucks use the specified haul route, and do not travel through nearby residential neighborhoods or schools; ▪ Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on surrounding streets; ▪ Establish requirements for loading/unloading and storage of materials on the project site; ▪ During construction activities when construction worker parking cannot be accommodated on the project site, a Construction Worker Parking Plan shall be prepared which identifies alternate parking location(s) for construction workers and the method of transportation to and from the project site (if beyond walking distance) for approval by Culver City and the City of Los Angeles. The Construction Worker Parking Plan shall prohibit construction worker parking on residential streets and prohibit on-street parking, except as approved by Culver City and the City of Los Angeles. **PS-2:** The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane. (City of Los Angeles MM XIV-10: Fire) **PS-3:** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. (City of Los Angeles MM XIV-20: Public Services Police Demolition/Construction Sites) **PS-4:** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits. (City of Los Angeles MM XIV-30: Public Services/Police)				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
Transportation/Traffic				
TRAF-1: Robertson Boulevard at National Boulevard Intersection. Re-stripe the eastbound approach to provide two left-turn, one through and one through-right lane per consultation with and approval by LADOT and Culver City. Should improvement be deemed infeasible by LADOT and/or Culver City, the City(s) shall substitute an alternative measure of equivalent effectiveness. **TRAF-2**: National Boulevard at Venice Boulevard Intersection. Re-stripe the northbound approach to provide two left-turn, two through and one right-turn lanes per consultation with and approval by LADOT and Culver City. Provide minor striping re-alignment for the north leg of National Boulevard if required per the direction of LADOT and Culver City. Should improvement be deemed infeasible by LADOT and/or Culver City, the City(s) shall substitute an alternative measure of equivalent effectiveness. **TRAF-3**: National Boulevard. Install a traffic signal at the project's main driveway on National Boulevard between Venice Boulevard and Washington Boulevard, and provide traffic signal interconnection to adjacent traffic signals to the satisfaction of Culver City. **TRAF-4**: The developer and contractors shall maintain ongoing contact with administrator of Hamilton High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained. (City of Los Angeles MM XIV-40: Public Services – Construction Activities Near School).	Condition of Approval	Plan Check note, Field Inspection, Reports, Surveys and Receipt of Funds	Prior to Building Permit Issuance and Prior to any Certificate of Occupancy and Temporary Certificate of Occupancy	Los Angeles Department of Transportation, Building and Safety; Culver City Traffic Engineering, Engineering/ Public Works and Planning Division

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

MITIGATION MEASURE	Implementing Action, Condition or Mechanism	Method of Verification	Timing of Verification	Responsible Persons
TRAF-5: LADBS shall assign specific haul route hours of operation based upon Hamilton High School hours of operation. Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus. (City of Los Angeles MM XIV-50: Public Services – Schools Affected by Haul Route). **TRAF-6**: The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. (Non-Hillside): Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety. Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety. (City of Los Angeles MM XVI-30: Transportation – Haul Route) **TRAF-7**: The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval. (City of Los Angeles MM XVI-40: Safety Hazards) **TRAF-8**: Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.				

MITIGATION MONITORING PROGRAM

P2015-0141-CP - Comprehensive Plan; P2015-0141-HTEX – Height Exception; P2015-0141-TTM – Tentative Tract Map

February 1, 2016

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Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility. Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects. Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account. (City of Los Angeles MM XVI-80: Pedestrian Safety) **TRAF-9**: The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access. (City of Los Angeles MM XVI-50: Inadequate Emergency Access)				
Utilities and Service Systems **UTIL-1:** Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate. Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute. Install/retrofit and utilize only restroom faucets of a self-closing design. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.	Condition of Approval	Plan Check Notes and Field Inspection	Prior to Building Permit	Los Angeles Department of City Planning, Building and Safety; Culver City Planning, Building Safety Division

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Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.). (City of Los Angeles MM XVII-60)				