

1 RESOLUTION NO. 2017-P021

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
4 CULVER CITY, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL
5 APPROVAL OF COMPREHENSIVE PLAN AMENDMENT NO. 7, P2016-0208-
6 CP, AND HISTORIC PRESERVATION PROGRAM CERTIFICATE OF
7 APPROPRIATENESS, P2016-0208-HPCA FOR THE CULVER STUDIOS,
8 LOCATED AT 9336 WASHINGTON BOULEVARD IN THE STUDIO ZONE.

9 (P2016-0208-CP AND P2016-0208-HPCA)

10 WHEREAS, The Culver Studios Comprehensive Plan, CP No. 87-01, was approved
11 by the City Council on January 25, 1988, and has subsequently been amended; and

12 WHEREAS, on November 16, 2016, The Culver Studios, (the "Applicant") filed an
13 application for a Comprehensive Plan Amendment (CPA No.7) for the Culver Studios to
14 permit the construction, as modified, of five new buildings resulting in a net increase of
15 345,007 sq. ft. of development; the demolition of 12 buildings and stages; the construction of
16 a new multi-level parking structure located off of Van Buren Place; and a below grade parking
17 structure; the retention of 12 buildings and stages; and a Historic Preservation Program
18 Certificate of Appropriateness for the rehabilitation of four historically designated bungalows,
19 the Mansion (Building C), and the Front Lawn. This Project applies to the West Parcel (Lots
20 182 through 190 of the Nolan Park Tract, Lots 1 through 3 excluding that portion dedicated
21 for Washington Boulevard (80 feet side) street purposes and 1 through 6 of Tract 2530),
22 addressed 9336 Washington Boulevard; and

23
24 WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the
25 City prepared a Draft Environmental Impact Report (Draft EIR) on the Project which was
26 made available for a 46-day public review period ending on November 6, 2017. Comments
27 on the Draft EIR were received with responses provided in the Final Environmental Impact
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1 Report (Final EIR). Project impacts were identified, and mitigation measures provided as
2 contained in the Mitigation Monitoring Program; and

3 WHEREAS, between November 6, 2017 and November 30, 2017, the Applicant
4 modified the Project as originally submitted, choosing Alternative 6 described in the Draft
5 EIR, which reduces the amount of new development by retaining existing Stage 7/8/9, a
6 historical resource, and foregoing construction of new Building M. The resulting impacts to
7 historical resources and traffic and circulation were lessened, but remain significant and
8 unavoidable due to operational impacts at seven (7) intersections, and demolition of Stage
9 2/3/4, a historical resource; and
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11
12 WHEREAS, on December 13, 2017, after conducting a duly noticed public hearing on
13 the subject applications, including full consideration of the applications, plans, staff report,
14 environmental information and all testimony presented, the Planning Commission (i) by a
15 vote of __to __, recommended to City Council Certification of the Environmental Impact
16 Report, recommended to City Council adoption of the Mitigation Monitoring Program, and
17 recommended adoption of a Statement of Overriding Considerations, in accordance with the
18 California Environmental Quality Act (CEQA), including findings required by CEQA; and (ii)
19 by a vote of __to __, recommended to the City Council approval of a Development
20 Agreement, P2016-0208-DA; and (iii) by a vote of __to __, recommended to the City Council
21 approval of Comprehensive Plan Amendment No. 7, P2016-0208-CP, and Historic
22 Preservation Program Certificate of Appropriateness, P2016-0208-HPCA, as set forth herein
23 below.
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26 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
27 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:
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SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City Municipal Code (CCMC), the following findings are hereby made:

Comprehensive Plan Amendment No. 7 for The Culver Studios:

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

A. The proposed Comprehensive Plan can be substantially completed within 4 years.

Comprehensive Plan Amendment No.7, the Project, includes a construction schedule beginning in May 2018 and ending on or before January 2022 (3.75 years) as projected at this time and assuming a January 2018 final Project approval. The Project construction schedule would occur over a single phase and would be segmented into focus zones within the Project site, to minimize both disruptions to neighboring uses and to internal, continuing operations. Construction will be staggered between demolition and new building based on the focus zone. Due to the proximity to residences, Linwood Howe elementary school, and the downtown, measures to reduce construction impacts have been included and are a part of the Project Design Features, Mitigation Measures, and Conditions of Approval, and construction related staging, coordination, timing, traffic, and communications are contained in the Construction Management Plan and the Construction Traffic Control Plan.

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 Project is intended to provide for the long-term stability and viability of The Culver Studios campus and will help maintain the City's economic base in film and media production. The Project will help upgrade the 100-year old movie studio for modern media production while also preserving the important historic aspects of the property centered around the Mansion building, a cultural icon of The Culver Studios and the

1 City. Some of the property historic stages will be preserved and repurposed for
2 continued media entertainment production purposes. As a part of CPA No. 7,
3 sustainability and mobility elements are included for to achieve an environmentally
4 responsive project. Project features include low impact development, energy
5 efficiency, water conservation, and improved water quality. Mobility measures will
6 enhance active transportation, multimodal connectivity, first and last mile travel to the
7 Culver City Expo Station, and streetscape improvements. As a part of the Project, a
8 development agreement is proposed to establish the applicant's contributions to a City
9 Mobility Fund and for various other enhancements to the mobility network.

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

13 CPA No. 7 maintains the permitted uses for the Project site, including "office", "stage",
14 and "support" uses. The Project redistributes these uses providing for more "office"
15 space. Office uses are considered compatible with adjacent residential, school, and
16 commercial uses surrounding the Project site. The Project will maintain a secured
17 perimeter and restrict operations within internal spaces. CPA No. 7 includes walls and
18 fences to help shield and buffer the commercial operations of the Project site from
19 sensitive residential and school uses. CPA No. 7 includes Project site improvements
20 that reflect best practices in sound attenuation and site planning to better protect
21 residents from commercial operations. Along Ince Boulevard, landscaped setbacks
22 have been added to buffer and beautify the site perimeter. New and improved gates
23 and entries will direct traffic northerly to the downtown area, rather than through
24 residential areas to the south. The new parking structures will accommodate existing
25 and future employees, visitors, and fleet vehicles. The Project provides for more than
26 the Code required number of parking spaces. Truck parking will be eliminated from
27 Ince Boulevard and moved on-site. The new Van Buren Parking Garage will include a
28 wider setback, be screened, have a ventilation system to reduce contaminants, and a
29

walled elevation to help reduce vehicle noise impacts. A small linear park is proposed along Van Buren Place to be designed with neighborhood input as a community asset. Street trees will be protected. No public access from Van Buren Place is allowed to the Project. Setbacks have been added to new buildings Y and K to protect privacy and views of adjoin residences. The Project provides a new stable daytime population that will patronizing downtown businesses and benefit the local economy.

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.

The proposed Comprehensive Plan Amendment No. 7 is in compliance with the California Environmental Quality Act (CEQA) as more fully detailed in the Project's Environmental Impact Report (EIR). As a part of the Project EIR, a Traffic Analysis was completed which studied several surrounding intersections in both Culver City and Los Angeles. The Project was found to result in significant operational level of service impacts at several intersections surrounding the Project site. Mitigation has been provided to reduce impacts, but impacts remain significant and unavoidable at seven (7) intersections including:

- 3. Duquesne Ave/Lucerne Ave (Culver City, AM peak hour)
- 8. Washington Blvd/Culver Blvd (Culver City, AM peak hour)
- 13. Robertson Blvd/Exposition Blvd/Venice Blvd (City of LA, AM & PM peak hours)
- 14. National Blvd/Washington Blvd (Culver City, AM peak hour)
- 33. Overland Ave/Venice Blvd (City of Los Angeles, AM peak hours)
- 38. Robertson Blvd/National Blvd (City of Los Angeles, AM & PM peak hours)
- 42. Duquesne Ave/Braddock Dr (Culver City, AM & PM peak hours)

The EIR provides mitigation for traffic and transportation impacts that include TDM measures for the Project site tenants, such as ridesharing, site design to encourage

walking and bicycling, contribution to a bike share service, unbundled parking, car-share, transit pass subsidies and other measures that are intended to enhance mobility.

Mitigation (TRAF-7) is included to restripe Ince Boulevard and Washington Boulevard to provide for two, left-turn lanes from Washington Boulevard south to Ince Boulevard and the entry to the Project site gates. Also included are restricted right-turns from Ince Boulevard gates to avoid travel through residential streets. Mitigation (TRAF-8) is included to restripe the Canfield Ave/Washington Blvd/Culver Blvd intersection controlling turn movements.

Through the Project development agreement, a contribution to the City's Mobility fund would be made to enhance multimodal connections in order to reduce vehicle miles traveled burdens on area intersections.

The Project is considered an infill site. Regional goals and objectives call for economic enhancements particularly at infill sites well served by transit.

The Project will result in increased traffic levels on some existing commercial streets due to increased development. The EIR Traffic Analysis did not find impacts on residential intersections around the Project site but did find that intersections to the north in both Culver City and Los Angeles and along Duquesne Avenue will be impacted. Project related traffic is not expected to use surrounding residential streets due to traffic calming improvements previously constructed to discourage cut-through traffic.

The Project gate entries have been designed with angled driveways, signage, and pavement markings that permit "left turn only" movements out of the Project site along Ince Boulevard. A proposed single tenant to occupy the Project could facilitate better

1 and less impactful traffic patterns by imposing rules to control employee and visitor
2 ingress and egress consistent with traffic study recommendations and neighborhood
3 protection goals.

4
5 Project design and circulation features that orient traffic to the north of the property
6 away from residential neighborhoods, including the Culver/Main tunnel connection to
7 the underground parking garage, will prevent an overload on the surrounding street
8 network and help minimize adverse circulation conditions.

9
10 **E. The proposed development is compatible with the surrounding area.**

11 The Project has been designed to provide for increased development while minimizing
12 the impacts upon the surrounding area, particularly residential properties. The
13 challenges of developing within a historic property constrained by residential
14 development to the south, west, and east, have been addressed in the CPA No. 7. A
15 greater proportion of media related office use will make the Project more compatible
16 with sensitive residential and school uses compared to “support” and “production”
17 uses that may generate more noise and truck traffic. The Project will not exceed the
18 code established height limits. Project design incorporates setbacks and step backs,
19 building articulation, and green screen features where possible in order to lessen
20 massing impacts to surrounding areas. The Van Buren Parking Garage will include an
21 exhaust and ventilation systems with quiet fans and duct silencers to maintain certain
22 noise reduction levels during specified times. To address noise impacts, a concrete
23 wall is provided along the first level of the Van Buren Parking Garage. The location of
24 parking structures and office buildings are appropriate for placement with in the
25 Project site and as conditioned will have less negative impacts on surrounding
26 adjacent uses.

1 Construction activities will create temporary neighborhood impacts. The EIR identified
2 construction impacts associated with transportation and traffic and provides mitigation
3 measures, however, impacts were still found to be significant. Measures include
4 prohibiting trucks from using residential streets to the south, east, and west.
5 Construction traffic haul routes will be directed to Ince Boulevard and Washington
6 Boulevard, deliveries and pickups will be scheduled at non-peak hours, access will not
7 be restricted for surrounding uses, and any lane closures will be scheduled at off-peak
8 periods.

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10 To ensure reduced construction related noise impacts to surrounding residential uses,
11 the Project will utilize quiet air compressors and similar equipment, where available.
12 Further, noise barriers such as noise blankets with a noise reduction coefficient to
13 block the distances between the construction equipment and residential areas during
14 construction will be used. Standard construction conditions which limit hours of
15 construction and address construction related noise will be enforced.

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17 **F. The types and locations of the proposed commercial development can be**
18 **economically justified.**

19 The Project provides for increasing market demand for digital media production space
20 associated with new and changing technologies consistent with current economic
21 trends. The Culver Studios is currently functioning well as an independent rental-
22 based studio, but the Project will provide a more campus-like work environment with
23 less emphasis on filming within large sound stages with expansive sets, and more
24 emphasis on smaller work spaces for creating computer-generated media content for
25 on-line streaming and other distribution means. The Project is also known as the
26 Innovation Plan due to its emphasis on new and emerging technologies. The Project
27 changes realign the mix of site uses from traditional movie and similar entertainment
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1 production to more digitally focused media office space. New office development can
2 more easily adapt to changes in markets for decades into the future.

3
4 **G. The Comprehensive Plan is in conformance with the General Plan, or a**
5 **concurrent General Plan Amendment is in process.**

6 Comprehensive Plan Amendment No. 7 is in conformance with the General Plan. The
7 office, production, and support uses that comprise the Studio are consistent with the
8 General Plan Studio designation for the Project site. The Project also helps achieve
9 many of the economic development goals and objectives of the General Plan
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11 **H. Any exception from the standards and requirements of this Title is warranted by**
12 **the design and amenities incorporated in the Comprehensive Plan, and is**
13 **desired by the Council.**

14 . The Project does not call for any exceptions to standards and requirements in the
15 City's Municipal Code. The Project's development conforms to the height limitations.
16 The Project provides more than the required parking. CPA No. 7 provides other
17 standards for the Project's development including setbacks developed to help buffer
18 future development from nearby residential properties.
19

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

21 Utility and infrastructure studies have been prepared to address the development in
22 CPA No.7 and the analyzed in the Project EIR. System upgrades to wet utilities: water,
23 wastewater, and drainage; and dry utilities, electricity, natural gas, telecommunications
24 will be provided to meet project needs. Service providers have indicated that with
25 upgrades, utilities can accommodate the increased development on the Project site.
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1 **J. The Comprehensive Plan has complied with all applicable City requirements.**

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3 CPA No. 7, which supersedes all previous Comprehensive Plans for the Project site,
4 has been prepared to comport with all applicable requirements and policies of the City.
5 Pursuant to the Zoning Code, the Studio zone allows for motion picture and television
6 studio facilities and related media support facilities. Comprehensive Plan Amendment
7 No. 7 will be in conformance with the Studio zoning district and General Plan Land
8 Use designation for the property. Further, the Zoning Code establishes that all
9 development standards in the Studio zone may be established in a Comprehensive
10 Plan. A Comprehensive Plan allows for flexibility in site planning and design for
11 specific or special land uses and locations such as historic properties. Accordingly,
12 setbacks for structures are established in Comprehensive Plan Amendment No. 7 to
13 allow for such flexibility as related to particular buildings. Building Y and various
14 buildings fronting Ince Boulevard contain reduced building setbacks. However most
15 contains above grade setback, step-backs and building offsets with enriched
16 landscaping to minimize impacts upon residential properties. In many cases the
17 Project meets or exceeds at grade setback requirements. The new office buildings
18 and new Van Buren Parking Garage conform to the maximum height limit of 56 feet,
19 permitted in the Studio Zone. Conditions of Approval are established to ensure
20 conformity with the Culver City Municipal Code.

21
22 **Historic Preservation Program Certificate of Appropriateness**

23 The following finding has been made for this application which is included in the findings
24 required in Section 15.05.035, Certificate of Appropriateness, of Chapter 15.05, Historic
25 Preservation Program, of the Culver City Municipal Code (CCMC):
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- 1. The proposed alteration would not detrimentally change, destroy, or adversely affect any exterior feature or appurtenance of the landmark or significant structure upon which the work would be done; and,**
- 2. In the case of any proposed alteration that includes construction of new improvements on the site of a designated structure or district, the exterior features of such new improvements would not adversely affect or be incompatible with the exterior features of the designated cultural resource.**

Comprehensive Plan Amendment No. 7 includes implementation of minor exterior alterations to Building C (Mansion) and Building D for enhanced accessibility, rehabilitation of the Front Lawn and installation of a new entrance at Gate 1.

Exterior alterations to Buildings C and D would impact only the secondary (south facing) facades and consist of the addition of a wheelchair lift to each building adjacent to an existing doorway, realignment of existing entry stairs and platforms (to accommodate the lifts), and regrading of pathways (DeMille Theatre). The proposed alterations pertaining to accessibility would be reversible and conform with the Secretary of the Interior's Standards for Rehabilitation (Standards) so that the eligibility of the historical resources would be retained.

The Front Lawn is part of the Culver City Landmark Structure designation of Building C and contributes to the eligibility of the Mansion for listing in the National and California Registers. Existing original character-defining features of the Front Lawn landscape from ca. 1919 – 1920, installed shortly after the Mansion was completed, include the front brick steps to the Mansion's front portico, an earthen berm along the front of the Mansion's foundation sloping down to a broad manicured lawn, circular driveway (resurfaced), and six existing sycamore trees dotting the manicured Front Lawn, of which five are remaining original plantings. Although generally unchanged, the condition of the Front Lawn landscape has declined over the years due to maturation, alteration, and addition of landscape materials and structural

1 improvements to the Mansion and grounds. Rehabilitation of the Front Lawn area includes
2 repaving of the circle drive in front of Building C, and replacement of the existing sycamore
3 trees with healthier specimens. The ephemeral nature of landscapes is unavoidable and
4 replacing plantings and trees is necessary in order to maintain the original setting of the
5 landscape design. Work to the Front Lawn would comply with the Secretary of the Interior's
6 Guidelines for the Treatment of Cultural Landscapes.

7 The existing structure at Gate 1 was constructed in the 1980s and will be replaced with a
8 new entryway to the Project site at that location. While the existing gatehouse is outside the
9 period of significance (1918-1956), it marks the western edge of the Front Lawn area and is
10 incorporated into the character-defining brick and lattice perimeter wall. The massing, size,
11 scale and architectural features of a replacement structure have been evaluated against the
12 Standards to ensure no impacts to the overall setting of the Mansion and its Front Lawn.
13

14 The proposed improvements affecting Buildings C and D have been developed in
15 consultation with a qualified preservation consultant and treatment of historic fabric would be
16 undertaken by a qualified restoration contractor in conformance with the Standards.
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18 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
19 Commission of the City of Culver City, California, hereby recommends to the City Council
20 approval of Comprehensive Plan Amendment No.7, P2016-0208-CP, and Historic
21 Preservation Program Certificate of Appropriateness, P2016-0208-HPCA, subject to the
22 conditions of approval as set forth in Exhibit A attached hereto and incorporated herein by
23 this reference.
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1 APPROVED and ADOPTED this 13th day of December 2017.
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4 _____
5 DANA SAYLES, CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:
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11 Susan Yun, Senior Planner
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EXHIBIT A

RESOLUTION NO. 2017-P021, 2017-P022, & 2017-P023

Case No. 2016-0208-CP, P2016-0208-DA, P2016-0208-HPCA, P2016-0208-EIR

The Culver Studios – 9336 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on The Culver Studios Comprehensive Plan Amendment (No. 7) for the proposed construction of 345,007 net new square feet of digital media space and support facilities including new parking structures at the current site supporting 1,614 net new spaces; and a Historic Preservation Program Certificate of Appropriateness for the renovation of Building C and D (known as the Mansion and Administration buildings), (the “Project”), for the property located at 9336 Washington Boulevard (the “Property”).	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the “CCMC”) and with these Conditions of Approval.	Planning	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 15.595.030 –"Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	
8.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading".	Planning	Standard	
9.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval.	Planning	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
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, in conformity with the City's approved Street Tree Master 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.	Public Works	Standard	
13.	At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards.	Public Works	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
14.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures.	Public Works/ Fire/ Planning	Standard	
15.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
16.	The Project shall meet all provisions of CCMC Section 7.05.015 -"Transportation Demand and Trip Reduction Measures".	Trans.	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 be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards," and the final adopted Comprehensive Plan P2016-0208-CP.	Planning	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
23.	All 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 the approved project plans including benches and in-ground planters tree wells that may be provided and landscape irrigation. All new (and any existing) street trees adjacent to the Project shall be supplied with irrigation from the overall site irrigation system which shall include a timer and rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/irrigation plan	CDD/ Planning/ PW	Special	
24.	Mobility The Project will provide mobility measures that promote and enhance pedestrian, bicycle, and transit connections to Expo and other improvements to improve area mobility. Such measures shall include, a) Mobility Fund The Applicant will contribute to the City's Mobility Fund as described in the Project Development Agreement with mobility improvements earmarked for roadway and circulation improvements to enhance multimodal connectivity to and from the Project site with the Culver City Expo Station. b) Designated Ride Share Carpool Area. The Project shall include designated parking and loading areas for ride	CDD/ PW/ Trans.	Special	

share vehicles located adjacent to Gate 2. A car pool area shall be provided as part of the TDM measures.

c) Rideshare Subsidy

In order to facilitate the use of rideshare services and reduce potential single occupant vehicle trips, for a period of five years after occupancy, the Developer shall ensure that the Project tenants provide employees with a voucher for ridesharing services to the Culver City Expo Station.

d) EV Charging Stations and

The Project shall provide approximately 114 EV ready parking spaces supplied with Electric Vehicle Supply Equipment (EVSE) located on each of the parking levels.

Active Transportation Improvements

a) Pursuant to a Development Agreement between the City and the Developer, the Developer will contribute to a dedicated mobility fund the amount \$1 per sq. ft. of a net new development (\$345,000) for City transportation and mobility improvements which may include (biking and pedestrian improvements or micro transit) that the City is currently considering or may consider.

b) Short-term Bicycle Parking – The Developer will provide **30** short-term bicycle parking spaces within the

1	Project site.			
2	c) <u>Long-term Bicycle Parking</u> ; The			
3	Developer will provide 62 bicycles			
4	parking spaces within the Project site			
5	to facilitate and encourage tenants			
6	and employees to commute by			
7	bicycle.			
8	d) <u>End-of-Trip Facilities</u> ; The Developer			
9	will provide “end of trip facilities”			
10	including showers, lockers, secure			
11	bike storage, and bike repair for			
12	tenants or employees who bike or			
13	walk to work.			
14	<u>TAP Card Subsidy:</u>			
15	a) The Developer will subsidize for the			
16	purchase of up to 50 TAP cards for a			
17	period of three years for employees			
18	who opt to take Expo instead of			
19	personal vehicles to commute to work,			
20	and will not be provided onsite parking			
21	accommodations; or			
22	b) The Developer will provide Cash-Out			
23	Alternative; (i.e. Cash-out bonus to			
24	individual tenants who opt to use other			
25	commuting modes such as carpools,			
26	shuttles, bicycles, or walking. The			
27	cash-out bonus will count towards the			
28	50 employee obligation.			
29	c) TAP Card Maintenance; The			
	Developer will ensure that Project			
	tenants can procure and register TAP			
	cards on an ongoing basis and			
	provide evidence of such notification			

1		shall be provided to the Building Division			
2		d) The Developer will annually provide evidence of TAP Card subsidies to the Planning Division.			
3		<u>Walkability:</u>			
4		a) The Project will promote “walk to work” and “walk to shop” programs for Project tenants and post neighborhood maps with approximate walking distances and times to local neighborhood amenities and transit connections.			
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13	25.	Culver Connect	CDD/ Building	Special	
14		The applicant shall provide an easement for the City’s Culver Connect high speed internet fiber optic cable service and install a pull box along the Project major commercial street frontage pursuant to City specifications to allow the connection.			
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19	26.	Per CCMC 15.06.120, CPA No. 7 will trigger a new Art in Public Places Program requirement. Based on the estimated project valuation, the applicant will have several options for fulfilling this requirement, including payment of an in-lieu fee or commissioning original, site-specific permanent art. Should the applicant choose to pay the in-lieu fee, then payment shall be made prior to the issuance of a City Building Permit. For new original, site-specific art, concepts and siting shall conform to the U.S. Secretary of the Interior’s Standards (Standards) and may require a separate Building Permit and/or Certificate of	Cultural Affairs	Special	
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	Appropriateness. Concepts for new permanent art are subject to review and approval by the Cultural Affairs Commission, and shall be installed prior to issuance of a Certificate of Occupancy.			
27.	Rehabilitation of existing structures and the construction of new infill, landscaping and alterations to streetscape patterns within the property shall conform to the Standards.	Cultural Affairs	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
28.	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	
29.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
30.	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	
31.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	
32.	<u>Construction Management Plan</u> A. 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; B. Developer shall submit to Building Official off-street, offsite parking location for construction workers for duration of construction; C. In order to compress the construction schedule, Developer may process a Temporary Use Permit to allow construction beyond hours authorized under CCMC 9.07.035; D. Developer shall investigate the use of sound blankets to mitigate construction noise in locations as determined	Building/ Public Works	Special	

	appropriate as required by the Building Official; E. All construction activities, staging, and storage shall take place on the subject property, unless otherwise reviewed and approved by Building and Safety, and Engineering.			
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
33.	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	
34.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
35.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City Engineer and Planning Manager for review and approval prior to the issuance of any Project demolition, grading, or excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan.	Planning/ Public Works	Standard	

	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.			
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
36.	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	
37.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
38.	Prior to permit issuance for each new building in the Project, the Developer shall notify all abutting property owners and occupants with a notice that includes the anticipated construction schedule. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	CDD / Building	Special	
39.	If requested by City staff, the Applicant/Property Owner shall attend biweekly construction management meetings with staff and other surrounding developments.	Planning/ Building/ Public Works	Special	
40.	All existing and new trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and rain sensor. The property owner shall maintain all trees. All existing and new trees shall be indicated on the landscaping drawings submitted as part of the overall building permit application. The Applicant/Property Owner or their successors shall maintain all landscaping in the 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.	Planning/ Building	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
41.	Signs shall be posted at all parking levels that remind people to respect neighboring residential uses and prohibit honking of horns and loud music from cars or vehicles. Studio parking staff shall enforce this requirement and potential violations especially during live audience shows or special events. The signs shall be approved by the Planning manager prior to installation.	Planning	Special	
42.	Trash Management Plan (Waste Plan) shall be submitted for review and approval that demonstrates adequate trash and recycling capacity and comply with Assembly Bill 939, 1826, and 341 waste diversion goals and shall show the following information: - Projection of waste generation by type, e.g. food waste, mixed waste, paper goods, etc. - Detailed calculation of the trash volumes (solid & recyclable; cu. yd/week), proposed number of proposed bins, and proposed frequency of collection (once/week; twice/week, etc.) required to determine the size of trash enclosure based on trash generation rates with respect to all proposed uses (e.g. commercial, restaurant, office, etc.); - The number of bins and/or compactors required should be adequate to store the projected waste per Waste Plan; and by extension, the trash enclosure shall be adequate to store the bins. The Waste Plan shall include a Site Plan that shows the detail of trash enclosure/room areas fully dimensioned showing bin placement to scale with bins labeled accordingly, "Recycle", "Refuse", or "Organic Food Waste";	Public Works/ Env. Operation	Special	

- d. Compactors – Only Roll-Off compactors are permitted and specifications shall be approved by the Environmental Programs and Operations Division of the Public Works Department prior to purchase. A detail for the compactor area must include dimensions of the enclosure and elevations.
- e. A vehicle travel plan depicting ingress and egress of collection vehicles and/or scout vehicles. The plan shall show path of travel and dimensions of travel lanes. Lanes and turning radiuses shall be sufficient to accommodate a collection vehicle that is 33'4"long x 10'6" wide x 13'10" tall.
- f. A comprehensive trash management plan (per the Plan Comments above) that shows the necessary facilities to recycle more than 50% of the projected waste.
- g. Bin enclosures that meet the following specifications :
1. The area shall be enclosed with a masonry wall that is compatible, in material, color, and strength, with the building. The wall shall be at least **six** feet high, or the height of the enclosure door in the closed position, whichever is higher.
 2. The enclosure shall be large enough to accommodate refuse containers per Waste Plan. Minimum inside dimensions are **ten** feet (depth) x **twelve** feet (width) to house a two (2) trash bins. The minimum inside area is one hundred twenty (**120**) square feet. The requirement increase forty (40) square feet for each additional bin.
 3. A one or two piece swing door, finished to match the enclosure walls and wide enough to allow ready removal of container(s) shall be provided. The

1	opening shall be at least ten feet wide,			
2	and shall provide an overhead clearance			
3	of at least six and one half feet. When			
4	open, the door shall not extend over a			
5	property line.			
6	4. The enclosure shall also have at least a			
7	6 inch thick interior concrete slab, A six-			
8	inch by six-inch concrete curbing along			
9	the base of all interior walls within the			
10	enclosure, a floor drain that is directly			
11	connected to the sanitary sewer for			
12	maintenance purposes, and minimum 8			
13	feet concrete loading pad in front of the			
14	proposed trash enclosure and match			
15	width of the clear opening.			
16	5. A fire suppression sprinkler system shall			
17	be provided within any covered trash			
18	enclosure area as required by the Fire			
19	Marshal. All refuse containers assigned			
20	to or otherwise used by the Project shall			
21	be stored on-site in the trash enclosures.			
22	43. The applicant shall indicate compliance with all	Trans.	Special	
23	CCMC Section 7.05.015 Transportation			
24	Demand and Trip Reduction Measures on the			
25	Building Permit Plans to be submitted for			
26	review and approval. The locations of			
27	information kiosk, van pool/carpool parking			
28	spaces, and bike parking should be clearly			
29	identified on the plans. (Prior to issuance of			
	any Certificate of Occupancy for any portion of			
	the project, the applicant shall comply with all			
	provisions of Culver City Municipal Code §			
	7.05.015 regarding Transportation Demand			
	and Trip Reduction Measures.)			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
44.	Two (2) sets of Site Improvement/Grading 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 Site Improvement Plan 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/ Engr.	Special	
45.	A geotechnical report from a State licensed Geotechnical Engineer reporting on the suitability of the onsite soils to support the proposed construction including a liquefaction analysis shall be submitted with the Site Improvement/Grading Plan. The report shall also identify any special considerations necessary to satisfy California Building Code requirements.	Public Works/ Engr.	Special	
46.	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.	Public Works/ Engr.	Special	
47.	Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the Site Improvement/ Off-Site Improvement Plans plan review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
48.	Concurrent with the submittal of the 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 inch 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 buildings and parking structure. The Site Improvement Plan 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/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
49.	Concurrent with the submittal of the 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 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.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
50.	This project proposes to demolish to bare ground existing pervious surfaces that exceed one acre. Therefore, prior to the issuance of Grading or Building Permits, it shall be required to show proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number. 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/ Engr.	Special	
51.	Upon completion of the rough grading and prior to the issuance of a building permit the following reports and drawings and any supplements thereto shall be submitted to the City Engineer: a. An as-built grading plan prepared by the Civil Engineer. b. A certification by the civil engineer that the grading has been completed in conformance with the approved plan and California Building Code and with this certification, a survey showing the final rough pad grade elevations shall be submitted. c. A certification by the soils engineer that the grading has been completed to his satisfaction and is in compliance with the California Building Code. A final compaction report prepared by the soils engineer.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
52.	The applicant shall construct a right-turn lane for southbound Ince Boulevard at the entrance to Gate 3. The right-turn lane shall have a 30 foot reverse taper and 100 feet of storage. Ince Boulevard shall be widened by 2 feet leaving an 8 foot wide sidewalk in order to provide for the right-turn lane into Gate 3. The widened 32 foot roadway shall have a 12 foot northbound lane, a 10 foot southbound lane, and a 10 foot southbound right-turn lane. The Offsite Improvement Plan shall design the street widening and show all necessary relocations of above ground facilities including, but not limited to, catch basins, street lights, street trees, and parking meters. All parking meter heads and poles not being reused shall be salvaged and returned to the City's maintenance yard. A separate signage and striping plan shall be prepared for the right turn lane and for the installation of new parking tees for parking spaces being realigned due to the right turn lane transition. The plan shall indicate the number parking spaces that will be eliminated because of the right-turn lane and transition.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
53.	The applicant shall reconstruct the existing driveway at Gate 3 and Gate 2a and provide an angled entry/exit driveway having a similar angle as Gate 2. Reconstruction of the driveway shall include geometric features, street striping, and signage to discourage motorists from turning right when exiting the driveway. The entryway shall have two 12 foot wide entry lanes, a 14 foot wide exit lane, and an 8 foot wide median separating the entry and exit traffic.	Public Works/ Engr.	Special	
54.	The drive approach for Gate 4 shall be reconstructed to provide access for fire and safety vehicles. The width of the new drive approach shall be 20 feet and shall be constructed per Culver City's Special Use Driveway Approach CC-101-2.2, Case 1, with W=20 feet, Y=10 feet, and X=3 feet. The sidewalk adjacent to the new approach shall be reconstructed and both the drive approach and new sidewalk shall be constructed with 4,000 psi 6-inch thick concrete on a 4-inch crushed miscellaneous base (CMB). The new drive approach shall be relocated as far southerly, towards Carson Street, as possible without having to relocate the existing street light. The top of "X" of the new drive approach shall be no closer than 5 feet to the base of the existing street light. The existing drive approach for Gate 4 shall be removed and the excess portion of the drive approach shall be reconstructed with curb, gutter, and sidewalk. New parking spaces and parking meters shall be installed along the vacated portion of this drive approach. One new street tree and tree wells shall also be planted in this area. The tree	Public Works/ Engr.	Special	

	species shall be the same as the existing street trees and shall be a minimum 24" box in size.			
55.	All existing street lights on Ince Boulevard along the project's frontage and two existing streetlights along the project's frontage on Van Buren Place shall be upgraded to low voltage induction type lighting. This work shall include, but not limited to, the replacement of light fixtures, ballasts, and the installation of new pull boxes, conduit, and wiring. A new service connection and a 200 amp meter cabinet, having space for 8-2 pole breakers, shall be provided as directed by and to the satisfaction of the City Engineer. The existing street light poles may be reused provided they are not damaged during the removal of the existing wire. All streetlights north and south of project site shall be maintained and kept in operation.	Public Works/ Engr.	Special	
56.	All parking tees adjacent to project's frontage with Ince Boulevard shall be repainted to the City's current standard.	Public Works/ Engr.	Special	
57.	All non-ADA compliant sidewalks and curb ramps along the project's frontage with Ince Boulevard shall be removed and replaced. If necessary, tree roots shall be cut at the direction of the City's arborist. Curb ramps shall be constructed with truncated domes.	Public Works/ Engr.	Special	
58.	All uplifted sidewalk adjacent to tree wells along the project's frontage with Ince Boulevard shall be removed and replaced. If necessary, tree roots shall be cut at the direction of the City's arborist.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
59.	The westbound Washington Boulevard left turn lane to southbound Ince Boulevard shall be extended easterly from 118 feet to 150 feet. The applicant shall modify the center median raised island to accommodate the extended left-turn lane and shall modify the striping and raised island at the exit of the parking structure to inhibit left turns out of the parking structure. The applicant shall be responsible for the geometric design, striping and signing plans, and to construct the improvements to the satisfaction of the City Engineer.	Public Works/ Engr.	Special	
60.	The new landscaping proposed within the parkway of Van Buren Place adjacent to project's boundary shall be irrigated and connected to the onsite landscape irrigation. The Engineering Division shall review, approve, and permit any landscaping in the public right of way.	Public Works/ Engr.	Special	
61.	The proposed drive approach on Van Buren Place that will serve the new fire lane shall be constructed per Culver City's Special Use Driveway Approach CC-101-2.2, Case 1, with W=20 feet, Y=10 feet, and X=3 feet. The sidewalk adjacent to the new approach shall be reconstructed and both the drive approach and new sidewalk shall be constructed with 4,000 psi 6-inch thick concrete on a 4-inch crushed miscellaneous base (CMB).	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
62.	The existing drive approach on Van Buren Place that serves the current fire lane shall be removed and new curb, gutter, landscaping, and a street tree shall be installed. The street tree shall be a minimum 24-inch box size Canary Island Pine.	Public Works/ Engr.	Special	
63.	The applicant shall have a certified arborist prepare a report to determine if any tree that needs to be relocated can be transplanted to the new location. If not, new trees shall be planted at locations approved by the Public Works Director. Two new trees shall be planted for every tree removed. The applicant shall be solely responsible for the cost to transplant the existing trees or for the cost of planting new trees. The applicant shall also be responsible for the maintenance of any transplanted or new tree for a period of one year after acceptance of the work. The applicant shall replace any tree that does not survive within this one year maintenance period.	Public Works/ Engr.	Special	
64.	All concrete used in the public right-of-way shall have a minimum strength of 3250 psi, unless otherwise noted.	Public Works/ Engr.	Special	
65.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
66.	The Applicant/Property Owner shall install a decorative wrap/construction fence where visible from the public right-of-way. The height, fence and screening materials are subject to approval by the Community Development Director.	Public Works/ Engr. / CDD	Special	
67.	Ince Boulevard from Washington Boulevard to Lucerne Avenue shall be cold-milled two inches and overlain with rubberized asphalt concrete (ARHM). Asphalt mix shall be Type C2 PG 64-10.	Public Works/ Engr.	Special	
68.	Tie backs in the public right-of-way shall be removed at 20 feet below grade.	Public Works/ Engr.	Special	
69.	Fire sprinkler drain lines shall be connected to the sanitary sewer system.	Public Works/ Engr.	Special	
70.	A conveyance agreement between the City and Culver Studios shall be drafted to the satisfaction of the Public Works Director/City Engineer. The conveyance agreement shall describe that Culver Studios will convey through their on-site sewer system the sewage of the affected private properties on Van Buren.	Public Works/ Engr.	Special	
71.	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/ Engr.	Special	
72.	The construction contractor shall advise the Culver City Public Works Inspector of the construction schedule and shall meet with the inspector prior to commencement of work.	Public Works/ Engr.	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
73.	Secure bicycle parking shall be provided to accommodate a minimum of ninety-two (92) bicycles, to meet the bicycle parking requirements for the project. The bicycle parking shall be provided as follows: - Sixty-two (62) long-term parking spaces; - Thirty (30) short-term parking positions. 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 on the project site, immediately adjacent to Buildings "J", "K", "L", "M", "N", "O", and "Y", using fifteen (15) 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 office buildings. 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. Concurrent with submitting any application for Building Permit for any work involving vehicle	Public Works/ Admin.	Special	

1 parking, the applicant shall provide detailed
2 design and location information on the bicycle
3 parking for the project to Christopher Evans,
4 Culver City Public Works Department, at
5 christopher.evans@culvercity.org The
6 development plans submitted for Building
7 Permit shall provide detailed information on the
8 type of all bicycle parking provided, and
9 detailed dimensions of the paths of travel/aisle
10 widths, the widths of maneuvering areas and
11 clearances.

12 Prior to issuance of any Public Works
13 Department/Engineering Division Permit for the
14 Project, the developer shall obtain a
15 determination from the Public Works
16 Department Administration staff that the final
17 bicycle parking layout is in compliance with
18 these bicycle parking requirements.

19 Prior to issuance of any Public Works
20 Department/Engineering Division Permit for
21 offsite improvements, the developer shall
22 submit, for review and approval of the City
23 Engineer or his designee, a bicycle handling
24 plan for the work zone in the public right-of-
25 way and detailing the type and content of
26 bicycle related construction warning signage
27 and location. The bicycling handling plan may
28 be incorporated into a traffic handling plan
29 submitted for the same work zone.

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.

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
74.	As applicable, the Developer shall provide street improvement plans to Transportation Department showing the layout of transit stop improvements for review and approval. The transit stop door/furniture zone shall be free of obstruction (other street furniture, tree well, utility box, etc.); the final location, layout and transit stop improvements 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 transit stop Improvements.	Trans.	Special	
75.	The applicant must show all CCMC Section 7.05.015 Transportation Demand and Trip Reduction Measures in Building Permit Plans for review and approval by the Transportation Department.	Trans.	Special	
76.	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 Applicant/ Property Owner shall ensure that the use of the bus/transit stop zones adjacent to the Project are maintained and that there is safe and convenient access to/from these bus/transit stop zones during construction. The transit handling plan shall detail how safe and convenient access to/from adjacent/nearby bus stop(s) will be maintained during construction, and it shall include an up-to-date list and contact information of transit	Trans.	Special	

	agencies in the project area and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays.			
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
77.	Proposed alterations to the Front Lawn (north of Building C/Mansion) shall include a description of character-defining features and be reviewed for submittal to the City according to the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes. Plans shall be reviewed by Cultural Affairs Division for comment prior to issuance of a permit.	Cultural Affairs	Special	
78.	Landscape plans for the relocated Bungalow Court to the south of Building C/Mansion shall replicate elements of the bungalows' original setting and be reviewed by the City's Cultural Affairs Division for comment prior to issuance of a permit.	Cultural Affairs	Special	
79.	Designs for Gates 1, 2 and 3 require additional adjustments to ensure conformance with the Standards and shall be reviewed and approved by the Cultural Affairs Division prior to permit issuance.	Cultural Affairs	Special	
80.	Exterior Alterations to Buildings C, D and E (ADA / Wheel Chair Lift) are subject to further revisions to ensure conformance with the Standards and shall be approved by the Cultural Affairs Division prior to permit issuance.	Cultural Affairs	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
81.	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	
82.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
83.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
84.	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	
85.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
86.	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	
87.	Prior to the commencement of any excavation, a temporary construction fence shall be installed around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	
88.	Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 7:00 PM Saturday; and 10:00 AM to 7:00 PM Sunday and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard	
89.	Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 A.M. to 9:00 A.M.) and afternoon (4:00 P.M. to 6:00 P.M.) peak traffic periods.			

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
90.	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	
91.	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	Building/ Planning	Standard	

	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.			
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
92.	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	
93.	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	
94.	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	
95.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access	Building/ Public Works	Standard	

	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.			
96.	The permanent public art installation (<i>Studio Pass</i> by Jim Heimann), currently incorporated into the Ince Boulevard perimeter wall between Gates 2 and 3, shall be removed and stored to protect it from damage during construction.	Cultural Affairs	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
97.	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 March 9, 2017 at the Project Review Committee meeting on the Land Use Permit application, or as approved at the July 25, 2016 City Council Public Hearing on The Culver Studios Comprehensive Plan Conformance Review, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Special	
98.	All requirements of the City's Residential Development Park Dedication and In Lieu Parkland Fees, as set forth in CCMC Section 15.06.300, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the in-lieu parkland fee, the same shall be paid prior to the issuance of a building permit.	Planning/ Parks	Standard	
99.	All requirements of the City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit.	Cultural Affairs	Standard	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
100.	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	
101.	The applicant shall work with the City to implement a Transportation Demand Management/Commute Trip Reduction Program (TDM Program). The TDM Program shall include measures to reduce the number of vehicle trips 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 Culver Studios representative to serve as the coordinator (Program Coordinator) of this TDM Program. The Program Coordinator shall submit annual	Trans.	Special	

reports to the Transportation Department with information of the implemented TDM Program, results of annual TDM surveys, and analysis of program effectiveness. Transportation Department will review and confer with Culver Studios 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) Telecommuting
- d) Flexible work hours (arrival and departures outside of commute peak periods);
- e) Guaranteed return trip and/or guaranteed emergency trip for employees participating in rideshare or other transit programs;
- f) Personalized commute assistance offered by on-site employee transportation coordinator;
- g) Organization and participation in vanpool/carpool programs;
- h) Promotional information of transit and rideshare agencies serving the area including the address, telephone number, website, routes, maps, schedules and fees of these agencies;
- i) Rideshare matching service for employees;
- j) Trip reduction program marketing and recruitment;
- k) Collaboration with Culver City Transportation Department to promote

	alternative transportation choices.			
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
102.	Establish two (2) transit stops near the intersection of Ince Blvd. and Washington Blvd. (near TCS gate 2) for City's Microtransit Project. These stops each need to include a three-seat bench, trash receptacle, sign post, and red-painted curb. The bench and trash receptacle shall be located to the back of sidewalk adjacent to the property to accommodate pedestrian clearance, ADA accessibility, and bus stop requirements.	Trans.	Special	
103.	The Applicant, or property owner, shall take baseline traffic counts before construction of the Project to isolate all traffic associated with the existing Culver Studios.	Public Works/ Traffic	Special	
104.	Traffic Improvements <u>Ince Bl. and Washington Bl:</u> The Project shall be responsible to design and restripe the southbound approach to change the right-turn-only lane to a through /right lane. The Project shall be responsible to extend the westbound Washington Bl. left-turn lane to the greatest length possible to the satisfaction to the City of Culver City. The Project shall be responsible to pay for the design and construction of the left-turn lane. The design shall address how motorists exiting the Ince Parking structure will be prohibited to make left turns out.	Public Works/ Traffic	Special	

The Project shall conduct a “Look-Back” Traffic Study to address the left-turn storage for westbound Washington Bl. at Ince Bl. for the 95th percentile queue. At no later than six months after 85 percent occupancy, the applicant or subsequent owner shall pay for a City-selected traffic consultant, to conduct a traffic study, including new traffic counts, a queuing analysis, delay to motorists, traffic operations of the signalized intersections of Washington/Ince and Culver/Ince, field observations and an accident analysis. The traffic study will recommend whether the westbound Washington Bl. at Ince Bl. should be retained or eliminated. Based on the traffic study findings, and City observations, the City will determine if the left-turn lane should be eliminated. If the City determines that the left-turn lane should be eliminated, the Project shall be responsible to pay for traffic improvements to address any secondary impacts or undesirable conditions created by the elimination of the left-turn lane at locations in the cities of Culver City and Los Angeles. The traffic improvements include, but not limited to, mitigating the intersections of Culver Bl./Ince Bl., National Bl./Venice Bl., La Cienega Bl./Venice Bl., and extending the left-turn lane for westbound Culver Bl. at Ince Bl.

Washington Bl. and Culver Bl:

The Project shall show in a conceptual design the widening required to mitigate the project’s impact, and prepare a preliminary estimate to widen the roadway. The Project shall be responsible to pay for the design and installation of the roadway improvements to mitigate the impacts.

Robertson Bl./Exposition Bl. & Venice Bl:

(City of Los Angeles): The traffic study indicated that mitigation is infeasible due to the lack of right of way to allow widening and reconfiguration. The applicant's traffic engineer shall coordinate with LADOT to determine any alternative mitigation measures the City of Los Angeles may require.

National Bl. and Washington Bl:

The Project shall show in a conceptual design the widening required to mitigate the project's impact, and prepare a preliminary estimate to widen the roadway. The Project shall be responsible to pay for the design and installation of the roadway improvements to mitigate the Project's impacts.

Overland Ave. and Culver Bl:

The Project shall show in a conceptual design the widening required to mitigate the project's impact, and prepare a preliminary estimate to widen the roadway. The Project shall be responsible to pay for the design and installation of the roadway improvements to mitigate the impacts.

Overland Ave. and Venice Bl:

(City of Los Angeles): The traffic study indicated that the project would cause a significant impact at the intersection. It indicated that mitigation is infeasible due to the lack of right of way to allow widening and reconfiguration. The applicant's traffic engineer shall coordinate with LADOT to determine any alternative mitigation measures the City of Los Angeles may

require.

Robertson Bl. and National Bl:

(City of Los Angeles): The report indicated that the project would cause a significant impact at the intersection. It indicated that mitigation is infeasible due to the lack of right of way to allow widening and reconfiguration. The applicant's traffic engineer shall coordinate with LADOT to determine any alternative mitigation measures the City of Los Angeles may require.

Duquesne Ave. and Lucerne Ave & Duquesne Ave. and Braddock Drive:

Developer is required to pay \$174,000 (29%) for the installation of two traffic signals at Duquesne Ave. / Lucerne Avenue, and Duquesne Ave. / Braddock Drive. The remaining \$426,000 (71%) of the cost of such traffic signal improvements shall be provided as a public benefit, pursuant to the Development Agreement. In the event circumstances preclude the installation of one or both of the identified traffic signals, said funds may be used by the City for other traffic signal improvements within Culver City.

Project Entrance Gates:

The Project shall design all the entrance gates to the satisfaction of the City. Right-turn lanes shall be constructed for each driveway, and the driveways shall be configured to provide only right-turns in and left turns out of the gates. The design shall provide adequate sight distance for drivers exiting all the gates on Ince Boulevard to insure that motorists are able to see pedestrians coming from their right on the sidewalk. The project shall be responsible for

	all traffic control measures to enforce the right-turns in and left turns out restrictions. The Project shall be responsible pay for any traffic control measures and traffic control officers needed to prevent Project traffic from entering any of the gates via any residential street, including but not limited to, Lindblade St., Pointsettia St., Kruger St., Hubbard St., Carson St., and Lucerne Ave.			
105.	The existing permanent public artwork (<i>Studio Pass</i> by Jim Heimann) shall undergo conservation treatment by a qualified professional prior to or at time of reinstallation. Should the applicant choose to re-site the artwork in a new location, this requires Cultural Affairs Commission (CAC) review and approval. CAC approval and installation of artwork in a new location shall be completed prior to Certificate of Occupancy or Final Inspection.	Cultural Affairs	Special	
106.	All requirements of the Art in Public Places Program as outlined in CCMC Section 15.06 et seq. shall be fulfilled prior to Certificate of Occupancy or Final Inspection.	Cultural Affairs	Special	
107.	Interpretative Program: The interpretative program shall be submitted to the Cultural Affairs Division for review and approval prior to Certificate of Occupancy or Final Inspection and shall, at a minimum, include a web-based component.	Cultural Affairs	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
108.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on December 13, 2017 , excepted as modified by these Conditions of Approval.	Planning	Standard	
109.	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	
110.	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	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
111.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
112.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
113.	All mitigation measures set forth in the EIR Mitigation Monitoring Report Program dated November 30, 2017, 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	
114.	All of the street trees including the tree in front of the new emergency driveway off of Van Buren Place will be preserved and will not be removed.	Planning	Special	
115.	Subject to CCMC Chapter 7.05, the Applicant, or property owner, shall be subject to the following Transportation Demand Management (TDM) Plan: A. The TDM plan shall be flexible and utilize as many measures as may be necessary to achieve the required trip reductions. Elements of the TDM plan shall parallel and be consistent with City of Los Angeles TDM Ordinance No. 168700 to the greatest extent possible. B. The Applicant, or property owner, shall take baseline traffic counts before construction of the Project to isolate all	Public Works/ Traffic	Special	

1	traffic associated with the existing Culver Studios.			
2	C. The TDM plan that shall reduce proposed			
3	Project trips by at least 10% (i.e., reduce			
4	AM peak-hour trips from 491 to 442 trips			
5	and reduce PM peak-hour trips from 468			
6	to 421 trips). To determine whether			
7	Project trips have been reduced to the			
8	required levels, the Applicant or property			
9	owner shall contract with a City approved			
10	consultant to produce at the Applicant's, or			
11	property owner, expense, annual			
12	monitoring reports of proposed Project			
13	driveway traffic volumes for three normal			
14	business weekdays. The traffic volumes			
15	shall be taken on weekdays determined by			
16	the City. The Applicant, or property owner,			
17	shall pay the cost of the City conducting			
18	up to a total of five annual reports. The			
19	City shall determine when to conduct the			
20	first monitoring report, which shall occur			
21	after at least 85 percent occupancy is			
22	achieved.			
23	When there are at least three consecutive			
24	annual reports demonstrating continuous			
25	compliance with the TDM trip reduction			
26	levels, the Project shall be deemed to			
27	have satisfied the TDM mitigation			
28	measure requirement. The Applicant, or			
29	property owner, shall be responsible for all			
	the costs associated with the monitoring			
	program, including the annual monitoring			
	reports and a \$5,000 per year review fee			
	by City staff.			
	116. If any annual report after the first of such	Public	Special	
	reports shows that the TDM peak-hour trip	Works/		
	reductions are not achieved, the Applicant, or	Traffic		
	property owner, shall implement additional			
	measures, including but limited to: (i) provide			

1 additional transit-bikeshare passes, (ii) buy
2 and provide free of charge to on-site
3 tenants/employees an annual bus pass for
4 each excess trip occurring in the peak hour
5 with the most excess trips, up to a maximum
6 of 44 annual bus passes (based on 491
7 "before" and 442 "after" AM trips}, (iii) provide
8 other reasonable economic incentives to
9 encourage the use of public transit or
10 increase ridesharing, and/or (iv) increase the
11 number of reserved carpool and vanpool
12 preferential parking spaces in order to further
13 encourage employee carpool usage and
14 ridesharing.

15 The Applicant, or property owner, may submit
16 additional reports or supplemental information
17 demonstrating compliance with this condition
18 which may be reviewed and approved by the
19 Community Development Director and Public
20 Works Director.