

1 Although the Low-Rise Residential Alternative would reduce or avoid the project's
2 environmental impacts, and would not result in any significant environmental impacts, it
3 would not achieve several of the project's objectives. Specifically, the Low-Rise Residential
4 Alternative would not implement the City's redevelopment goal to stimulate development,
5 contribute toward needed public improvements, improve economic and physical conditions of
6 the Redevelopment Project Area, increase employment opportunities in the City, or maximize
7 the Project Site's economic potential. Due to reduced building height, the Low-Rise
8 Residential Alternative would not meet the project's design objective to create an
9 architecturally distinctive, landmark building that would complement the aesthetic character
10 of new and existing development in the area, or fully utilize its location at the intersection of
11 the 405 Freeway and major thoroughfares to create a distinctive gateway development at the
12 City's edge. The Low-Rise Residential Alternative would enhance the visual quality of the
13 street frontage through unified site design, tree planting and other landscaping to enhance
14 pedestrian activity. However, as the scale of development would be considerably reduced,
15 less pedestrian activity would occur than under the project. The Low-Rise Residential
16 Alternative would also implement the objective to provide development in an area served by
17 existing infrastructure, although not to the same degree as the project. As with the project,
18 the Low-Rise Residential Alternative would meet the objective to incorporate "Green Building"
19 or environmentally sustainable design practices where feasible.

20 The Low-Rise Residential Alternative would not meet the economic objectives of the
21 project to maximize the value of the Project Site through the replacement of a surface
22 parking lot with an approximately 342,000-square-foot office building consistent with the
23 market demand for new office space. Although the Low-Rise Residential Alternative would
24 provide incremental growth and additional tax revenue to Culver City and CCRA, economic
25 growth and revenues would not occur to the same extent as under the project. Based on an
26 estimated incremental increase in valuation equal to \$123 million, the project would increase
27 annual revenue for City by approximately \$825,000 and annual revenue to the CCRA by
28 approximately \$1,043,000, of which \$261,000 would be dedicated to the Redevelopment
29 Agency's Affordable Housing Trust Fund. Based on a projected lower rent value per square
foot for the Low-Rise Residential Alternative, this alternative would be expected to provide
substantially less additional tax revenue than the project. Respectively, job opportunities
associated with the construction and operation of the Low-Rise Residential Alternative would
not contribute to the economy to the same extent as under the project. As with the project,
the Low-Rise Residential Alternative would meet the objective of supporting the business
community through greater activity of residents that would frequent local stores, restaurants
and hotels.

6. Alternative 5, the Hotel Alternative. The Hotel Alternative would consist of a high-rise,
368-room hotel with an approximate floor area of 78,000 square feet (the same as under the
existing Radisson Hotel). The hotel would be 132 feet high to the roof level. In accordance
with CCMC requirements, the Hotel alternative would replace the existing 265 on-site spaces
used by the Radisson/Conference facility and provide an additional 386 spaces (2 spaces
per room, plus 1 space for each 20 spaces), for a total of 651 parking spaces. The parking
structure would be three floors below grade and two floors above grade. The configuration of

1 the high-rise hotel and adjoining parking structure would be the same as under the project
2 and, as such, the open space and building setback would not change.

3 The Hotel Alternative would avoid the project's significant unavoidable impacts
4 associated with traffic at the one significantly impacted intersection. The Hotel Alternative
5 would result in greater construction noise impacts than the project since high noise levels
6 from excavation activities would occur over a longer period. The Hotel Office Alternative
7 would have greater construction air quality impacts than the project due to a longer duration
8 of excavation activities. The Hotel Alternative would reduce the project's significant and
9 unavoidable operational air quality impact to a less than significant level and reduce the
10 project's less than significant impacts associated with view blockage, light and glare,
11 construction air quality, land use, operational noise, public services, and utilities. The Hotel
12 Alternative would have the same level of impact as the project on hydrology and an
13 incrementally greater impact on cultural resources (due to deeper excavation). The Hotel
14 Alternative would have less visual benefit than the project with respect to the landmark
15 quality of a taller structure.

16 Although the Hotel Alternative would reduce or avoid the project's environmental
17 impacts, it would not achieve several objectives to the same degree as the project. The
18 Hotel Alternative would not meet the economic objectives of the project to maximize the
19 value of the Project Site through the replacement of a surface parking lot with an
20 approximately 342,000-square-foot office building consistent with the market demand for new
21 office space. The Hotel Alternative would provide incremental growth and additional tax
22 revenue to the City and CCRA, contributing to the City's economic growth. However, job
23 opportunities associated with the construction and operation of the Hotel Alternative would
24 be incrementally reduced and not contribute to the economy to the same extent as under the
25 project.

26 The Hotel Alternative would also implement the City's redevelopment goal to stimulate
27 development, contribute toward needed public improvements, improve economic and
28 physical conditions of the Redevelopment Project Area, increase employment opportunities
29 in the City, as under the project, and would maximize the Project Site's economic potential.
Due to reduced building height, the Hotel Alternative would not fully meet the project's design
objective to create an architecturally distinctive, landmark building. However, the Hotel
Alternative would enhance the visual quality of the street frontage through unified site design,
tree planting and other landscaping to enhance pedestrian activity. The Hotel Alternative
would also implement the objective to provide development in an area served by existing
infrastructure, although not to the same degree as the project. As with the project, the Hotel
Alternative would meet the objective to incorporate "Green Building" or environmentally
sustainable design practices where feasible.

7. Off-Site Alternatives. An evaluation was undertaken to identify other sites in Culver
City or nearby areas that could avoid or substantially lessen the project's significant impacts
and that might be feasible for the applicant to acquire or control for purpose of developing a
high-rise office building within an existing Redevelopment Area. No sites were found that
met these criteria, as the majority of undeveloped sites in the area are either approved for

development, not of a sufficient size to accommodate the project, or would not substantially avoid or lessen the project's significant impacts. As such, off-site alternatives are considered infeasible.

Attachment 6.

RESOLUTION NO. 2008-P004

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-2007196, AND TENTATIVE PARCEL MAP, TPM P-2007199 (TENTATIVE PARCEL MAP NO. 69726), AND RECOMMENDING TO THE CITY COUNCIL APPROVAL OF HEIGHT EXCEPTION, HTEX P-2007200, FOR THE CONSTRUCTION OF THE ENTRADA OFFICE TOWER PROJECT AT 6161 CENTINELA AVENUE IN THE COMMERCIAL REGIONAL BUSINESS PARK (CRB) ZONE.

Height Exception, HTEX P-2007200
Site Plan Review, SPR P-2007196
Tentative Parcel Map, TPM P-2007199

WHEREAS, on December 20, 2007, Centinela Development Partners (the "Applicant") filed a Site Plan Review, a Tentative Parcel Map, and a Height Exception application for the construction of a 13-story office tower, the subdivision of a 3.7-acre property into two parcels, and an exception from the permitted height limit in the CRB Zone (the "Project") at 6161 Centinela Avenue, being Parcel 2 of Parcel Map No. 4031, in the City of Culver City, County of Los Angeles, State of California (the "Project Site"); and,

WHEREAS, on February 27, 2008, the Planning Commission conducted a duly noticed public hearing on Site Plan Review, SPR P-2007196, Tentative Parcel Map, TPM P-2007199, and Height Exception, HTEX P-2007200, fully considering the whole of the administrative record and the evidence and testimony presented in this matter; and,

WHEREAS, on February 27, 2008, in accordance with the California Environmental Quality Act, the Planning Commission adopted Resolution No. 2008-P002, certifying the Final Environmental Impact Report for the Entrada Office Tower Project (Final EIR) and adopted Resolution No. 2008-P003, adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program for Site Plan Review, SPR P-2007196, Tentative Parcel Map, TPM P-2007199, and Height Exception, HTEX P-2007200; and,

1
2 WHEREAS, following conclusion of the public discussion and thorough deliberation of
3 the subject matter, the Planning Commission by a vote of 4 to 1 determined to i)
4 conditionally approve Site Plan Review, SPR P-2007196, and Tentative Parcel Map, TPM P-
5 2007199 (Tentative Parcel Map No. 69726), contingent upon the Culver City Redevelopment
6 Agency (CCRA) approval of the a Design for Development (DFD) and City Council approval
7 of Height Exception, HTEX P-2007200; and ii), recommend to the City Council approval of
8 Height Exception, HTEX P-2007200 as set forth herein below.
9

10
11
12 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
13 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

14 SECTION 1. Pursuant to the foregoing recitations and the provisions of the Culver
15 City Municipal Code (CCMC), and subject to the Conditions of Approval herein, the following
16 findings are hereby made:
17

18 **Site Plan Review, SPR P-2007196**

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

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

27 The Project Site is zoned Commercial Regional Business Park (CRB). The CRB
28 zoning district identifies areas that are appropriate for large-scale offices and business
29 park developments, including some light industrial uses.

The Project consists of a large scale, approximately 342,409 square foot regional
office building in an area with other large scale office developments. This use is

1 compatible with the surrounding land uses and will be compatible in scale with the
2 adjacent Radisson Hotel and similar in scale with office buildings in the Howard
3 Hughes Regional Center to the south, the Corporate Pointe development to the east
4 and planned Playa Vista office development to the west.

5 The office tower will be constructed in an area of the Project Site that is underutilized
6 and currently serving as a surface parking lot for the existing Radisson Hotel and
7 conference center. All proposed structures will be properly located to ensure safe and
8 convenient access for fire protection, and required parking. The Project will maintain
9 265 parking spaces for the benefit of the hotel and conference center, to be reserved
10 by separate instrument. The Project will also provide 978 parking spaces for the office
11 tower, as required by the Zoning Code. Additionally, the required number of truck
12 loading spaces would be located to the south of the office building.

13 The Project and Radisson Hotel and conference center will be connected by an
14 internal east-west 36-foot wide driveway exceeding the 25-foot minimum driveway
15 width. A signalized intersection at this driveway will provide for safe ingress and
16 egress from the Project. A north-south internal drive aisle will run adjacent and parallel
17 to Centinela Avenue. A total of three curb cuts will be provided along the Centinela
18 Avenue frontage. The Project will meet Zoning Code requirements for driveway
19 widths, pedestrian walkway widths and visibility at driveways.

20 The Project will provide a pedestrian walkway of no less than four (4) feet extending
21 from the public sidewalk on Centinela Avenue to the entrance of the office building,
22 which is consistent with the development standards. Pedestrian access to the office
23 building will be via the primary entry court and signalized intersection.

24 The Project will provide a street-facing (front) setback of 42 feet from the property line
25 to the front pillars at the front entrance drop-off of the building. This includes a
26 landscaped strip and median landscaping in the driveway area. Thus, the provided
27 setbacks will be consistent with the CRB zone setback standards.

28 The Project will be 190 feet to the rooftop and up to 220 feet to the top of the angular
29 parapet, which exceeds the 56-foot maximum building height standard set forth in
CRB Zone development standards, CCMC Section 17.220.020. However, the Project
is consistent with a DFD for the Project Site that will be considered by the CCRA that
would allow the heights proposed by the Project. Therefore, contingent upon the
CCRA approval of the DFD, the City Council may approve a height exception pursuant
to CCMC Section 17.300.030.025.C, which would make the Project consistent with
Zoning Code requirements and the Planning Commission may make a
recommendation to the City Council of such approval.

With the granting of the Project entitlements, including the adoption of the proposed
DFD by the CCRA, and approval of the proposed height exception pursuant to CCMC
Section 17.300.030.025.C by the City Council, the Project will be consistent with the
Zoning Code.

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

6 The scale of the Project is compatible with office and commercial developments in the
7 surrounding areas. The Project's contemporary design responds to the location, site
8 conditions and the context of the surrounding buildings. The window areas on the
9 south and west side of the building have been minimized to reduce heat gain and
10 glare. The north and east elevations provide for views of Westwood, Century City and
11 the mountains in the distance. The form of the building provides a distinctive
12 architectural gateway element to the southern end of the City along a major
13 commercial corridor. The architectural design, height and selection of materials are
14 also complementary to the office developments in the area to the south.

15 Furthermore, the proposed DFD describes all development standards for the Project,
16 including architectural design, development standards and design guidelines. With
17 the adoption of the DFD by the CCRA, including the proposed building height
18 described in the DFD, the Project would be permitted a height exception to exceed the
19 56-foot height limit for the zone in which the Project Site is located.

20 Howard Hughes Center, a large complex of office and retail buildings designed in a
21 contemporary architectural style of primarily glass and steel materials, is located
22 nearby across the intersection of Sepulveda and Centinela. In particular, the
23 contemporary architecture, materials, and the scale of the Project are consistent with
24 that of the Howard Hughes Center buildings.

25 The Project is compatible with the residential neighborhood on the Westchester Bluffs
26 in the City of Los Angeles. The Project is located approximately 550 to 700 feet from
27 the nearest property lines of residences along Kentwood Court and approximately 800
28 to 1,320 feet from the property lines of residences along Riggs Place. A large
29 industrial park and Centinela Avenue is located between the residences on the bluff
and the Project site. As shown in the Final EIR for the Project, although the office
building will affect some views from the residences on the Westchester Bluffs, the
impact is not so severe as to be incompatible with the residential neighborhood. The
Project will incorporate low-glare glass and metal panels on its exterior, which are also
compatible with the residences.

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

1 The Project will provide attractive landscaping that complements the proposed
2 architectural elements, site layout and provide visual relief from the urban landscape.
3 Landscaping with groundcover and trees is proposed along the edge of the Project
4 Site adjacent to Centinela Avenue. This would create a sense of spatial separation
5 between the office and hotel from the public street. Two additional landscaped areas
6 will be provided, visible as one enters the main entry court, which will separate the
7 internal north-south drive aisles, and will be attractively landscaped with groundcover
8 and bamboo. The northern boundary of the Project Site will be planted with
9 groundcover and trees. The proposed parking structure and office building will be
10 attractively landscaped to the north, south, east, and west with groundcover and trees.
11 In addition, a landscaped "view garden" is proposed on the south side of the proposed
12 office building, adjacent to the proposed location for a public art piece. Lastly, all
13 landscaped areas will be properly irrigated.

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

13 The proposed main entrance driveway on Centinela Avenue will minimize potential
14 traffic hazards by being signalized with dedicated left turn lanes. The creation of this
15 primary signalized access driveway for the Project and adjacent Radisson Hotel will
16 minimize pedestrian and vehicular hazards. This intersection will improve circulation
17 and will line up with the parking lot entrance on the west side of Centinela Avenue,
18 providing improved access to this adjacent property as well. The Project also includes
19 sidewalk and cross-walk improvements to produce a safe pedestrian environment. As
20 such, the Project will not result in vehicular or pedestrian hazards.

19 The Project is located approximately 550 to 700 feet from the nearest property lines of
20 residences along Kentwood Court and approximately 800 to 1,320 feet from the
21 property lines of residences along Riggs Place. A large industrial park and Centinela
22 Avenue is located between the residences on the bluff and the Project site. As shown
23 in the Final EIR for the Project, although the office building will affect some views from
24 the residences on the Westchester Bluffs, the impact is not so severe as to interfere
25 with the use and enjoyment of the residences on the Westchester Bluffs. The Project
26 will incorporate low-glare glass and metal panels on its exterior, which will reduce light
27 and glare so that the Project will not interfere with the use and enjoyment of the
28 residences.

25 Properties in the immediate vicinity include the adjacent conference center and
26 Radisson Hotel. Uses immediately surrounding the Project Site include a drainage
27 channel and a low-rise retail center to the north, I-405 to the east, a 3-story office
28 building to the southeast, a mini-mall containing restaurants and other retail uses
29 further to the south across Centinela Avenue, and a surface parking to the west
across Centinela Avenue. There are industrial, office, and other uses further to the

1 south. The subject 13-story office building and 9-level parking structure will not be
2 materially detrimental to the public welfare. The Project Site is suitable for the
3 proposed type and density of development, and will contribute to the revitalization and
4 economic health of the City, enhance the visual quality of the site through distinctive
5 architecture and landscaping, and adequately mitigate impacts to neighboring uses.
Due to the improved Project Site layout and circulation improvements incorporating
the existing Radisson Hotel and conference center, the design of the Project will be
beneficial to the public health, safety, and welfare.

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

11 The Project will provide safe and attractive pedestrian walkways and sidewalks which
12 would link Centinela Avenue and the proposed parking structure to the proposed
13 office building and the existing hotel and conference center. All pedestrian walkways
14 will comply with the City's minimum dimension standards as well as applicable
15 requirements of the Americans with Disabilities Act (ADA).

16 There is sufficient sewer, stormwater and other utility capacity to serve the Project.
17 Adequate storm drains and sewer connectors exist at the Project Site boundary.

18 The Project is required to comply with established standards of the Los Angeles
19 Regional Water Quality Control Board ("LARWQCB"). These standards are to be met
20 through implementation of Best Management Practices ("BMPs") developed by the
21 LARWQCB. As set forth in the Project's Final EIR, it is anticipated that redevelopment
22 of the Project Site and implementation of site design, source control and treatment
23 control BMPs will result in beneficial impacts on the water quality discharged from the
24 Project Site as compared to existing conditions.

25 The Project will provide all required fire access lanes and fire protection devices on
26 the Project Site and within the building.

27 The requirement to dedicate approximately 11 feet along Centinela Avenue will allow
28 the construction of an additional drive lane, new curb, gutter, and sidewalk along the
29 east side of Centinela Avenue. In addition, the Applicant will replace or relocate all
streetlights and street trees currently in the affected right-of-way.

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

32 The General Plan Land Use Element designates the Project Site as a Commercial-
33 Regional Center. This designation allows large-scale commercial uses that may share
34 parking and is intended to support existing and anticipated commercial developments

1 that serve a regional market area and both residential and business communities.
2 There is no applicable specific plan for the Project Site.

3 The proposed office space will generate significant property tax and business
4 revenues, as well as provide increased business opportunities in Culver City and
5 would be consistent with the Land Use Element objective to encourage new business
6 opportunities and expand the City's economic base to provide economic diversity to
7 serve the needs of the City's residential and business community.

8 The Project will be consistent with the Land Use Element Policy 7.B to allow existing
9 regional and community centers to upgrade and expand in response to changing
10 market demands, to maintain their economic viability, with adequate mitigation of
11 impacts to nearby residential neighborhoods. The Project will upgrade and expand
12 the existing designated Commercial-Regional Center site through the development of
13 a high quality, landmark office building and parking structure, which would serve both
14 the office tower and existing Radisson Hotel and conference center.

15 The operational phase of the Project is consistent with the Noise Element objective to
16 ensure the compatibility of adjacent land uses with regard to noise sources and
17 receptors. The Project will be surrounded by existing non-noise sensitive uses,
18 including an office building, mini-mall/retail center, industrial park, surface parking lot
19 and I-405. Broader land uses along Centinela Avenue include commercial uses and
20 designated industrial uses at the Playa Vista site. Land uses to the east of I-405 in
21 Culver City are generally regional commercial. The location of the Project is within an
22 existing high ambient noise level area of the adjacent I-405, requiring a building
23 design that achieves an interior sound level of 50 dBA (CNEL). It is not expected to
24 cause a land use compatibility impact with adjacent uses because of noise. While
25 during the construction of the Project there is projected to be significant noise impacts
26 for nearby receptors, this will be a temporary situation that will cease following
27 completion of the construction.

28 Consistent with a Circulation Element policy to minimize potential traffic hazards at
29 new developments, the entrance driveway on Centinela Avenue will be signalized with
dedicated southbound left turn lanes. The Project will also be consistent with
Circulation Element Policy 2.P to encourage large developments to contribute to City
transportation capital and operation funding as part of Project traffic mitigation
measures.

Circulation Element Policy 1.G states: "Reduce access points and curb cuts on
arterials through cross-access agreements between adjacent properties or lot
consolidation incentives and requirements." Consistent with the above policy, the
Project will be required in the conditions of approval to record access easements
between the proposed Parcels 1 and 2, and the adjacent property located at 6101
Centinela Avenue, and will use a central shared signalized access point.

1 The Project will also support alternative transportation, including bicycle commuting by
2 employees. Secure bicycle storage and related facilities will be provided, consistent
3 with the Circulation Element policy. In addition, the Project will provide attractive and
4 accessible pedestrian walkways with shade trees, benches, and lighting linking the
5 Centinela Avenue sidewalk with the Project's entry court and main entrance. These
6 Project features are consistent with the Circulation Element policy to provide safe and
7 attractive pedestrian walkways/sidewalks which link streets and parking areas to the
8 entrances of major development and to enhance the aesthetic qualities of pedestrian
9 access routes by increasing amenities such as trees, awnings, lighting, street
10 furniture, drinking fountains, etc.

11 The Project will be consistent with Open Space Element policy and will not
12 significantly affect views from Culver Crest. As set forth in the Project's Final EIR, due
13 to the distance of the Project Site from Culver Crest, the proposed building would be
14 barely visible. The Project will not be visible from Culver City Park or Blair Hills.
15 Therefore, the current viewshed from these locations will be protected and
16 maintained.

17 The Public Safety Element provides a statement of goals and policies to mitigate
18 safety hazards, specifically fire and geologic hazards. It is also a policy of the Public
19 Safety Element that continued economic growth provides tax revenues to strengthen
20 hazard abatement programs. Construction of the Project would require compliance
21 with the City's fire protection regulations applicable to multi-story buildings and
22 geological regulations of the Culver City Municipal Code ("CCMC"). The Project will
23 provide additional property and business tax revenues to support the City's hazard
24 abatement programs. As such, the Project will be consistent with the objectives of the
25 Public Safety Element as set forth in the proposed Project's Final EIR.

26 The Project Site is located in a redevelopment area and is subject to the regulations of
27 the Culver City Redevelopment Plan. The Project would be consistent with the
28 Redevelopment Plan's "Regional Center" designation. Located within the Slauson
29 Sepulveda Component Area No. 1, the Project would be substantially consistent with
the primary goals of the Redevelopment Plan to eliminate blight and revitalize
designated redevelopment areas. The Project would redevelop an underutilized site
that is currently being used as a surface parking lot and, therefore, would be
consistent with the intention of redevelopment to bring existing properties and new
development to the highest and best use. The Project would provide permanent
employment for approximately 1,370 people as set forth in the Project's Final EIR, and
would therefore be consistent with the goals of the Redevelopment Plan to stimulate
private reinvestment and to create opportunities for business growth and jobs.

Therefore, the proposed uses and construction are consistent with the objectives,
policies, general land uses and programs of the General Plan and the Redevelopment
Plan.

1 Tentative Parcel Map, TPM P-2007199 (Tentative Parcel Map No. 69726)

2 As outlined in CCMC Title 15, Section 15.10.630, the following required findings for a
3 Tentative Parcel Map are hereby made:

- 4 1. ***The proposed division will not be materially detrimental to the public welfare nor
5 injurious to the property or improvements in the immediate vicinity.***

6 Properties or improvements in the Project's immediate vicinity include the adjacent
7 Radisson Hotel and conference center, a drainage channel and a low-rise retail center
8 to the north; Interstate 405 ("I-405") to the east; a 3-story office building to the
9 southeast; a mini-mall containing restaurants and other retail uses further to the south
10 across Centinela Avenue and a surface parking to the west across Centinela Avenue.
11 There are industrial, office and other uses further to the south along Arizona Avenue,
12 and residential uses further to the south and southwest of the Project Site. The
13 Project, a 13-story office building and 9-level parking structure, is compatible with
14 these surrounding uses.

15 The Project Site is substantially separated from the main body of Culver City's
16 designated Commercial-Regional Center by Sepulveda Boulevard and I-405. As
17 such, the 13 stories of the Project would be more in keeping with the adjacent regional
18 commercial center located within the City of Los Angeles and would be similar in scale
19 to the Howard Hughes Center and existing 12-story Radisson Hotel.

20 The Project adequately addresses impacts to the Westchester Bluffs residential
21 neighborhood, located in the City of Los Angeles. The proposed office building will be
22 located approximately 550 to 700 feet from the nearest property lines of residences.
23 Although the office building will affect some views from the residences on the
24 Westchester Bluffs, the impact is not so severe as to be injurious to the property. The
25 Project will have no direct impact on the local streets serving the nearest residential
26 neighborhood along the Westchester Bluffs due to drive-through traffic or on-street
27 parking, since no direct access to the nearby residential neighborhood is provided via
28 Centinela Avenue. Vehicular access to the Property will also be provided in a manner
29 that reduces impacts on the surrounding areas.

30 The Project Site is suitable for the proposed type and density of development, and will
31 contribute to the revitalization and economic health of the City, enhance the visual
32 quality of the Project Site through distinctive architecture and landscaping, incorporate
33 environmentally sustainable design practices where feasible and adequately mitigate
34 impacts to neighboring uses.

35 The Project will not be detrimental or injurious to the community, because it is
36 consistent with the objectives of the General Plan, its Commercial Regional Center
37 land use designation, and it has been designed to conform to all applicable provisions
38 of the CRB Zone and the State Subdivision Map Act.

1 In addition, no public health problems would be caused by the design of the Project.
2 Therefore, with appropriate conditions of approval, the establishment, maintenance
3 and operation of the Project at the proposed location will not be materially
4 detrimentally to the public convenience, health, interest, safety or general welfare of
5 persons residing or working in the neighborhood of the proposed use.

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2. ***The proposed division will not be contrary to any official plan adopted by the Council of the City of Culver City or to any policies or standards adopted by the Commission or the Council and on file in the office of the City Clerk at or prior to the time of filing of the application hereunder.***

The proposed subdivision involves the construction of an office tower and the subdivision of the lot into two parcels. It creates a separate parcel for the proposed office building to facilitate financing of the Project. The uses and construction is consistent with the City's General Plan and Redevelopment Plan.

The General Plan Land Use Element designates the Project Site as a Commercial-Regional Center. This designation allows large-scale commercial uses that may share parking and is intended to support existing and anticipated commercial developments that serve a regional market area and both residential and business communities. The proposed Tentative Parcel Map creates a separate parcel for the proposed office building to facilitate financing of the Project.

3. ***Each proposed lot conforms in area and dimension to the provisions of the Zoning Code requirements, as set forth in Title 17 of this Code.***

The Project Site is zoned CRB (Commercial Regional Business Park). The CRB zoning district identifies areas that are appropriate for large-scale offices and business park developments, including some light industrial uses. The Project is designed to be compatible with the scale, bulk and mass of the adjacent properties within the existing neighborhood.

The proposed subdivision would create two legal parcels (2.59 and 2.867 acres), each with a permanent means of access to a public street in compliance with all City standards. There is no minimum lot area or lot dimension required for parcels in the CRB Zone. Therefore, the dimensions and area of the proposed parcels are consistent with the Zoning Code requirements, and are adequate to support the proposed development.

4. ***Each lot in the proposed division will front on a dedicated street or have a vehicular access to a dedicated street approved by the City.***

Parcels 1 and 2 both have frontage along Centinela Avenue with more than one point of vehicular access to said street. Reciprocal access easements over internal driveways would be provided between Parcels 1 and 2, via a recorded document.

1 The proposed site is currently served by two curb cuts on Centinela Avenue. The new
2 main entry driveway would be used by both newly created lots. Additionally, the
3 secondary access driveways to the north and south of the main driveway would
4 remain.

5 Therefore, each lot created by the proposed parcel map will front a dedicated street
6 and have vehicular access to a dedicated street.

7 **5. Each lot in the proposed division is so designed and arranged that drainage to**
8 **an approved drainage facility is provided for each lot.**

9 As set forth in the Project's Final EIR, the proposed parcel map area is divided into
10 two main drainage areas. Each drainage area has two sub-areas.

11 Drainage Area 1A-1 will direct roof runoff from the proposed parking garage and office
12 building into planter boxes located along the northern border of the Project Site. Once
13 runoff filters through the soil in the planter boxes, an underdrain will carry the flows to
14 the northeast corner of the Project Site, where it will connect with the storm drain. A
15 total of 1.69 acres will be treated in this drainage area.

16 Drainage Area 1A-2 will direct surface flows toward a bio-retention area located at the
17 northwest corner of the Project Site. A total of 0.84 acres will be treated in this
18 drainage area.

19 Drainage Area 2B-1 will direct flows toward a landscaped area with an underdrain that
20 will then carry the flows toward a bio-retention area at the northwest corner of the
21 Project Site. A total of is 0.68 acres will be treated in this drainage area.

22 Drainage Area 2B-2 will direct flows to a bio-retention area with an underdrain that will
23 carry flows to an additional downstream bio-retention area. A total of 0.72 acres will
24 be treated in this drainage area.

25 Therefore, each lot created by the proposed parcel map is designed and arranged to
26 ensure that it will drain to an approved drainage facility.

27 **6. The proposed division will not interfere with the widening, extension, or opening**
28 **of any street or Master Plan highway.**

29 The proposed subdivision includes the widening of Centinela Avenue by
approximately 11 feet on the east side to add an additional drive lane, which will not
interfere with the widening, extension, or opening of any street. Side street and alley
access are not available at the Project Site. The Project will contribute to City
transportation capital and operation funding as part of Project traffic mitigation
measures.

1 **7. Lot lines are so designed that easements will be located in such positions as to**
2 **be suitable for the proposed use.**

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Parcels 1 and 2 will have reciprocal easements for vehicular access over the internal driveways and parking areas, to be reserved in separate documents. Parcel 2 will maintain 265 parking spaces for the benefit of Parcel 1, to be reserved in separate documents.

A proposed fire access easement will be recorded over both parcels 1 and 2 and will assure emergency fire access.

Existing and proposed utility easements are shown on the proposed parcel map. These easements will be compatible with the proposed lot line location.

Height Exception, HTEX P-2007200

As outlined in CCMC Title 17, Section 17.300.025.C, the following findings for a Height Exception are hereby made:

1. The proposed site is in the CRB zone within Redevelopment Project Area Component Area 1. Pursuant to CCMC Section 17.220.020, the maximum building height permitted within the CRB Zone is 56 feet. Section 423 of the Redevelopment Plan allows the CCRA to adopt a DFD for any property located within Component Area 1.
2. The height of the proposed office tower would be 190 feet to the flat line of the roof with a sloping parapet rising to a maximum height of approximately 220 feet. Consequently, the Applicant has requested an exception to the 56-foot height limit pursuant to CCMC Section 17.300.025.C, which permits the City Council to establish a maximum building height for new construction in the Redevelopment Project Area Component Area 1, consistent with the DFD. The Applicant has requested the CCRA adopt a DFD for the Project Site.
3. The Project Site is substantially separated from the main body of Culver City's designated Commercial-Regional Center by Sepulveda Boulevard and I-405. As such, the high-rise nature of the Project will be in keeping with the adjacent regional commercial center located within the City of Los Angeles and will be similar in scale to Howard Hughes Center and the existing 12-story Radisson Hotel.
4. CCMC Section 17.300.025.C limits the height of roof-mounted structures for housing mechanical and other equipment to 13 feet six inches above the height of the building. The mechanical equipment rooms and elevator equipment enclosures are proposed to extend 18 feet above the height (roofline) of the building. The demands of modern elevator and mechanical equipment for a high-rise building necessitate a rooftop equipment enclosure that is 18 feet tall instead of 13.5 feet tall. Additionally, due to the architectural design of the angular parapet wall on the top of the building, the mechanical equipment enclosures will not be visible from ground level in proximity to

1 the building. Thus, approval of an exception for the height of the mechanical
2 structures will not be detrimental to the surrounding properties or negatively impact
views in the area.

3 5. CCMC Section 17.300.025.C limits the height of fire or parapet walls to a maximum of
4 five feet above the building height limit of the structure. The Project will include an
5 angular architectural parapet wall that will extend up to 30 feet above the rooftop. The
6 purpose of the oversized parapet is two fold. It serves to effectively shield the rooftop
7 mechanical equipment from view and it provides an important architectural detail to
8 enhance the appearance of the building. As such the parapet wall is consistent with
9 the DFD objective of providing "...an attractive and pleasant environment in the project
area." Thus, approval of this exception for the height of the parapet wall will not be
detrimental to the surrounding properties or negatively impact views in the area and
will enhance aesthetics by shielding the view of mechanical equipment and provide
architectural detail.

10 6. As discussed in the Project's Final EIR, the Project will not generate significant
11 shade/shadow impacts on sensitive receptors, or create any significant view, light, or
12 glare impacts. Thus, the height of the building is compatible with the surrounding
13 properties.

14 SECTION 2. Pursuant to the foregoing recitations and findings, including the
15 certification of the Final EIR and adoption of a Statement of Overriding Considerations, the
16 Planning Commission of the City of Culver City, California, conditioned on the CCRA's
17 approval of the DFD and the City Council's approval of Height Exception, HTEX P-2007200,
18 hereby approves Site Plan Review, SPR P-2007196, and Tentative Parcel Map, TPM
19 P-2007199 (Tentative Parcel Map No. 69726), and recommends to the City Council approval
20 of Height Exception, HTEX P-2007200, subject to the following conditions:
21
22

23
24 **A. SITE PLAN REVIEW, SPR P-2007196, AND HEIGHT EXCEPTION, HTEX P2007200**

25 **GENERAL CONDITIONS:**

26 **Planning Division**

27
28 1. The final working drawings shall conform to the preliminary development plans,
29 colored renderings, and materials sample board presented to and reviewed and

approved by the Planning Commission at its meeting on February 27, 2008, except as noted below.

2. The resolution approving Site Plan Review, SPR P-2007196, Height Exception, HTEX P-2007200, and Tentative Parcel Map, TPM P-2007199, and the Conditions of Approval shall be referenced on the cover sheet, and repeated in full on attached additional sheets of the final working drawings.
3. Mitigation measures as identified in Planning Commission Resolution No. 2008-P003 and the February 2008 Final Environmental Impact Report for the Entrada Office Tower Project shall be completed as specified in the Mitigation Monitoring and Reporting Program prepared for this Project except as modified by these conditions herein.
4. The Applicant or the property owner shall provide the construction contractor(s) and each subcontractor related to the Project a copy of the final Project Conditions of Approval. These conditions shall be enforceable through all legal and equitable remedies, including the imposition of fines against each and every person who conducts any activity on behalf of the property owner or the Applicant on or near the Project Site. The Applicant, property owner, and general construction contractor are ultimately responsible for all actions or omissions of a subcontractor.
5. Conditions of approval herein shall apply to the Applicant, the contractor/builder of the Project, the property owner, and any successor property owner that may legally assume benefit of this Site Plan Review and Height Exception.
6. The City reserves the right to periodically inspect the premises without prior notification to ensure ongoing compliance with all conditions of approval.
7. This Site Plan Review, SPR P-2007196, shall not become effective unless and until Height Exception, HTEX P-2007200, is approved by City Council and becomes effective. Both entitlements shall expire if not used within two (2) years after the date they become effective, unless (i) actual construction, in accordance with a valid City-issued building permit, is commenced on the site within two years after the effective date of the site plan review, or (ii) prior to the site plan review expiration date, or any previously granted extension to that expiration date, a written request for an extension, accompanied by any and all required fees, has been satisfactorily filed by or on behalf of the Applicant and, thereafter, an extension is granted by the Community Development Director, or his/her designee or the Planning Commission grants prior said extension.
8. A certificate of occupancy for the approved Project shall be issued only upon completion of all required site improvements and satisfaction of all conditions of approval.

- 1 9. The Applicant, property owner and contractors shall use all reasonable efforts to reuse
2 and recycle construction and demolition debris, to use environmentally friendly
3 materials, and to provide energy efficient buildings, equipment and systems.
- 4 10. All new (and existing) street trees shall be supplied irrigation water from the overall site
5 irrigation system which shall include a timer and a rain sensor. All new (and existing)
6 street trees, landscaping, and irrigation shall be indicated on the overall site
7 landscaping / irrigation plan. The property owner shall maintain all street trees.
- 8 11. In addition to the screening requirements for onsite parking areas including loading
9 areas, refuse storage / trash compacter facilities, and Fire Department connections,
10 the following items shall be screened from surrounding and nearby public and private
11 properties in a manner consistent with City standards and suitable to the subject
12 development as approved by the Planning Manager. In general, the height of any
13 required screening device shall be no lower on any side than the height of the highest
14 feature requiring screening and:
- 15 A. All exteriors of the proposed buildings shall be free of all un-aesthetically treated,
16 exposed elements (i.e., plumbing pipes, electrical conduits, and National Pollution
17 Discharge Elimination System (NPDES) elements) which shall be placed within
18 the exterior walls. Where exposed wall-mounted features or equipment may be
19 necessary (i.e., ventilators and utility meters), recessed wall mounted cabinets or
20 other similar devices shall be constructed within the wall, whenever possible, to
21 accommodate such features and equipment so that they are flush with and do not
22 project out from the main exterior wall plane. With or without recesses, the
23 exposed portions of such features or equipment shall be of a color to blend, not
24 contrast, with the adjoining finished building color, subject to the approval of the
25 Planning Manager;
- 26 B. All roof-mounted mechanical equipment, duct vents and the like shall not project
27 above the horizontal plane of the building's lowest primary opaque architectural
28 feature(s) (i.e., parapet walls, penthouse structures or screening walls); and
- 29 C. All ground-mounted equipment (i.e., transformers and air conditioners) shall be
located within the building or in underground vaults if the equipment is located
within a street facing setback, or it shall be screened with walls and/or landscaping
if not located within a street facing setback. Ground-mounted equipment shall not
be located in the landscaped areas fronting any public right-of-way.
12. The public notification sign(s) installed in accordance with the CCMC public notification
requirements for this review process shall be removed within ten (10) days of the end
of the appeal period or the final decision of the City Council (if applicable), whichever
occurs last.
13. All refuse containers assigned to or otherwise used by the complex shall be stored on-
site in the trash enclosures.

1 14. All hardscape areas along both the exterior of the buildings and/or within the interior of
2 the Project Site shall include the use of decorative pavement [i.e., materials, finish and
3 color] in select areas to the satisfaction of the Planning Manager.

4 15. The Project and its operations shall comply with all applicable local, special district or
5 authority, county and federal statutes, codes, standards, and regulations including, but
6 not limited to, Building Safety Division, Fire Department, Planning Division and Public
7 Works Department code requirements and it shall comply with all applicable comments
8 and code requirements as determined during the City's building permit review process.

9 16. The Project shall be designed and built in accordance with the criteria of the
10 Leadership in Energy and Environmental Design (LEED) program. At a minimum, the
11 Project shall achieve the "Certified" level of the LEED Rating System established by
12 the United States Green Building Council (USGBC).

13 **Fire Prevention Division**

14 17. The Project shall comply with the 2007 California Building Code (high rise
15 requirements) which requires automatic sprinklers, smoke detection, smoke control
16 systems, fire alarm and communication systems, fire department communication
17 systems, a central control room for fire department operations, standby power for light
18 and emergency systems, suppression water supply, fire pumps, emergency power,
19 and other pertinent requirements.

20 18. The emergency helistop shall only be used for takeoff and landing operations while
21 participating in an actual or perceived emergency/disaster, when operating pursuant to
22 the directions of the fire department, law enforcement, medical, or other public safety
23 authorities or when going to the immediate aid of any person in peril.

24 **Building Safety Division**

25 19. All utilities shall be underground or enclosed in the building construction. No overhead
26 utilities shall be permitted.

27 20. No horizontal commercial kitchen exhaust hoods shall be allowed.

28 21. All exit signage and emergency egress lighting shall have individual battery back up
29 and / or be self powered in addition to any emergency generator power.

30 22. The Project shall be reviewed under the 2007 California Building Codes.

31 23. The initial construction permit application review time shall be a minimum of 60
32 calendar days and may be extended at the option of City staff.

- 1 24. As the Project nears completion, no partial or grand openings shall be permitted
2 without applying for and gaining approval of a Certificate of Occupancy or Temporary
3 Certificate of Occupancy. The Applicant shall not schedule any partial or full openings
4 or advertise any openings without City approval.

4 **Engineering Division**

- 5 25. Drainage devices, concrete curb and gutter, sidewalk, and drive approach, roadway
6 pavement shall be designed to the latest edition of the American Public Works
7 Association (APWA) Standard Plans.
8 26. Dirt hauling and construction material deliveries or removal shall be prohibited during
9 the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic
10 periods.
11 27. All staging and storage of construction equipment and materials, including the
12 construction dumpster, shall be on-site only. The Applicant shall obtain prior written
13 permission from adjacent property owners for any construction staging occurring on
14 adjacent property.

13 **PRIOR TO THE ISSUANCE OF ANY DEMOLITION, GRADING, EXCAVATION, AND/OR**
14 **BUILDING PERMIT**

15 **Planning Division**

- 16 28. All planted areas shall be landscaped, irrigated and maintained pursuant to CCMC
17 Chapter 17.310 Landscaping. Before issuance of the building permit, a minimum of
18 three (3) sets of detailed landscape and irrigation plans separate from the final working
19 drawings shall be submitted to the Planning Division for review and approval.
20 29. All exterior lighting shall be developed pursuant to CCMC Chapter 17.300, General
21 Property Development and Use Standards. The Applicant or property owner shall
22 submit to the Planning Manager for approval of an exterior light fixture plan. The plan
23 shall identify the location and type of all exterior light fixtures. All lighting shall be
24 directed on-site and light sources shall be shielded so as not to be intrusive to
25 surrounding properties.
26 30. The Applicant or the property owner shall submit to and receive written approval from
27 the Planning Manager of a vector/pest control abatement plan prepared by a pest
28 control specialist licensed and/or certified by the State of California. Said plan shall
29 outline all steps to be taken prior to the commencement of any demolition/construction
activity so as to insure any and all pests [including, but not limited to, rodents, bees,
ants and mosquitoes] that may populate the subject Site do not relocate to or impact
adjoining residences and/or businesses.
31. The Applicant and the property owners shall indemnify, defend and hold harmless the
City, and the City's elected and appointed officials, officers, employees, agents,

1 contractors and consultants from and against any and all claims, demands, lawsuits,
2 judgments, liability, injury or damage which may result from or arise in connection with
3 third party challenges to the City's approval of the Project. Said indemnification shall
be set forth in a written instrument acceptable to the City Attorney.

4 32. The Applicant shall submit to the Planning Division for review and approval detailed
5 plans of the Project's exterior trash enclosures and refuse areas showing how they will
be appropriately designed and screened.

6 33. The Applicant shall submit to the Planning Division and Traffic Manager for review and
7 approval a temporary off-site parking plan for construction workers, hotel and
8 conference center employees, and guests to be used during the construction period.

9 34. As part of the plan check review process, the architect shall demonstrate to the
10 satisfaction of the Planning Manager through sample building materials, specifications,
11 or other means, that final building materials and lighting will not result in glare that
12 significantly impacts off-site sensitive uses, including line-of-site glare affecting
13 residential uses, commercial uses, or motorists on the freeway or nearby roadways.
The submittal shall also demonstrate to the satisfaction of the City that interior building
lighting as viewed from off-site sensitive uses is subdued and does not result in
substantial glare or a prominent glow effect.

14 35. The Applicant shall record a covenant providing a reciprocal access and parking
15 easement between Parcel 1 and Parcel 2 of proposed Tentative Parcel Map No.
16 69726, currently described as "Parcel 2 of Parcel Map No. 4031 in the City of Culver
17 City, County of Los Angeles, State of California, as per Map filed in Book 58, Page 100
18 of Parcel Maps in the Office of the County Recorder of Said County". The covenant
19 shall also grant an access easement to the adjacent property to the east of the Project
20 Site, located at 6101 Centinela Avenue and currently described as Parcel 1 of Parcel
21 Map No. 11359 (Assessor's Parcel Number 4220-015-036), for the purpose of
providing access to Centinela Avenue via the newly constructed signalized driveway.
Said covenant shall be reviewed and approved by the Planning Division prior to
recording.

22 36. The property owner shall record a covenant restricting the use of the property across
23 (south of) Centinela Avenue described as Assessor's Parcel Numbers 4211-011-047,
24 4211-012-011, and 4110-014-024. The covenant shall require the owner of above
25 property to make available a minimum of sixty (60) parking spaces for use by
26 employees of the existing hotel and conference center located on Parcel 2 of the
27 proposed Tentative Parcel Map No. 69726. In addition, said covenant shall require the
28 employees of the existing hotel and conference center to utilize the 60 parking spaces.
Said covenant shall be reviewed and approved by the Planning Division prior to
recording.

Fire Prevention Division

37. The Applicant shall provide temporary fire hydrants at locations approved by the Fire Marshal, which shall be tested and operating prior to the storage or the commencement of construction.
38. The Applicant shall provide hard surface all weather roads for fire department access during construction. Plans shall be submitted to, and approved by, the Fire Marshal and the Director of Public Works before storage of materials or the commencement of construction.
39. Plans shall carry a "Fire department Notes" section to include all life safety items. Notes shall include all Fire Department conditions of approval and any other Code requirements pertaining to life safety.
40. The Applicant shall provide a fire control room accessible from the exterior of the building off of the main lobby at the driveway as approved by the Fire Marshal. The room shall be rated and contain all fire control and indicating panels for life safety equipment and status panels.
41. The Project shall require the installation of fire hydrant(s). Plans shall be submitted for Fire Prevention approval of the number, location, and fire hydrant specifications.

Cultural Affairs Division

42. The City's Public Art Requirement shall be fulfilled prior to issuance of a Certificate of Occupancy. Should the Applicant or property owner decide to pay the public art in-lieu fee, this payment shall be made prior to issuance of a building permit.

Building Safety Division

43. If prior to the issuance of a new construction building permit for the proposed Project the City adopts an ordinance requiring on-site generation of solar photovoltaic power, then notwithstanding the fact that said ordinance may, by its terms, not be applicable to projects that have already received site plan review approval, the Applicant shall nevertheless fully comply with all provisions of said ordinance as if it did apply to the Project.
44. The Building Safety Division and the Engineering Division shall determine if during the shoring permit process if upgrades or support of adjacent property is necessary, and if any, which party shall be responsible.
45. The Applicant shall indicate on the overall construction permit application drawings any construction staging areas proposed.

1 46. The overall permit application drawings shall include a schedule of the special
2 inspections anticipated, the firm proposed for the special inspections, and the resumes
3 of any special inspectors for this Project. The City reserves the right to reject any
4 special Inspector at any time. If a City inspector is inspecting a portion of the work for
5 which a special inspection is required; the special inspection report shall be made
available to the City inspector on their arrival to the jobsite. All jobsite supervisors,
contractors, and subcontractors shall give their priority to the City inspectors when they
are on the jobsite.

6 47. All portions of the parking structure shall be minimum 2-hour rated, reinforced concrete
7 construction.

8 48. The 'high rise' provisions of the California Building Code shall be applied during the
9 plan check review phase.

10 49. All shafts shall be minimum 2-hour rated from the foundation to the under side of the
11 roof deck or to the top of parapet walls as part of any shaft construction.

12 50. All shafts shall be enclosed at all levels to other areas of the building.

13 51. All elevator lobbies shall be 2-hour enclosed.

14 52. All trash rooms and parking areas shall be minimum 2-hour rated to all other areas.

15 53. The transformer room, switchgear room, and electrical/data room shall each be
16 minimum 2-hour rated.

17 54. Any horizontal portion of an exit stairway shall have the same fire rating as the stair
18 shaft.

19 **Engineering Division**

20 55. Prior to the issuance of any building permits, two sets of Site Improvement and
21 Horizontal Control Plans prepared by a civil engineer registered in the State of
22 California, shall be submitted to the Engineering Division for review, approval, and
23 permitting. Among other things, the Site Improvement Plan shall include detailed
24 drainage and grading of the Site indicated by topographical lines and spot elevations,
25 and indicate all existing utilities and proposed sewer and storm drain lines. Plan check
fees shall be submitted with the Site Improvement Plan as calculated from the
Engineering Division's Fees and Charges.

26 56. A final hydrology and hydraulics report shall be submitted to the City Engineer as part
27 of the grading plan for review and approval. The 25-year storm frequency (i.e., urban
28 flood) shall be used for the design of the on-site conveyance facilities, as the existing
Site is neither a natural watercourse nor a natural sump.

- 1 57. The Applicant shall provide a geotechnical report from a State of California licensed
2 geotechnical engineer, as part of the Site Improvement Plan, reporting on the
3 suitability of the on-site soils to support the proposed construction. The report shall
4 also include a liquefaction analysis and a determination of the adequate pavement and
5 base requirements for the drive aisles and parking areas. Core samples shall be taken
6 to determine the existing thickness of the asphalt and base section of Centinela
7 Avenue and a recommendation, based on an appropriate Traffic Index, of the asphalt
8 and base section of any new street pavement shall be provided. The report shall also
9 identify any special considerations necessary to satisfy California Building Code
10 requirements.
- 11 58. Concurrent with the submittal of the Site Improvement Plan, a Standard Urban Storm
12 Water Mitigation Plan (SUSMP) shall be submitted for review and approval by the City
13 Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and
14 implemented in accordance with the requirements of the Los Angeles County
15 Municipal Stormwater National Pollution Discharge Elimination System (NPDES)
16 Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide Best
17 Management Practices (BMPs) that adequately address the pollutants generated
18 during the post-construction stage. The Site Improvement Plans shall note that the
19 contractor shall comply with the "California Stormwater Best Management Practice
20 Handbooks". The Site Improvement Plans shall not be accepted for review unless the
21 SUSMP is included in the submittal package, including the plan check fee associated
22 with the SUSMP.
- 23 59. The Applicant shall submit the Local Storm Water Pollution Prevention Plan
24 (LSWPPP) for review and approval by the City Engineer. Prior to the start of design of
25 these plans and of necessary reports, the Applicant's Civil Engineer shall meet with the
26 City's Stormwater Program Manager to obtain information on the City-specific and
27 LSWPPP requirements.
- 28 60. Prior to issuance of any demolition, grading, excavation, and or building permit, the
29 Applicant shall show proof of obtaining a General Construction Activities NPDES
Permit from the State Water Resources Control Board via a Waste Discharger
Identification (WDID) number, which shall include filing a Notice of Intent (NOI) and
Stormwater Pollution Prevention Plan (SWPPP) with the State. A copy of the SWPPP
shall be provided to the Engineering Division and shall be kept on-site and available for
inspection at all times during construction.
61. Upon completion of rough grading and prior to the issuance of a building permit, the
geotechnical and civil engineers shall submit certifications and final reports in
accordance with Appendix Chapter 33 of the California Building Code. These
certifications and reports shall be submitted to the Engineering Division for review prior
to the issuance of any building permits.

- 1 62. Prior to the commencement of any excavation, the Applicant shall install a temporary
2 construction fence around the Site. The height and fence material shall be subject to
approval by the City Engineer.
- 3 63. The construction contractor shall advise the Public Works inspector of the schedule
4 and shall meet with the inspector prior to commencement of work.
- 5 64. Due to the change of use and increased density, this Project is subject to the City's
6 Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.
- 7 65. Centinela Avenue, along the Project's frontage, shall be widened by 11 feet creating a
8 new 12-foot curb lane. Within the new 12-foot curb lane, separate right turn lanes
9 shall be provided at each driveway entrance to the Project. The widening of Centinela
10 Avenue shall include a properly designed merge to Mesmer Avenue. The new curb
11 shall be 8 inches in height and the new gutter shall be 24 inches in width. The new
12 sidewalk shall match the width of the existing sidewalk, but shall be a minimum of 8
13 feet in width. All necessary street easements for the required street right-of-way shall
be dedicated to the City of Culver City. The street plan for this widening shall be
prepared by a civil engineer, registered in the State of California, and shall be
approved by both the City of Culver City and the City of Los Angeles.
- 14 66. Street trees shall be required along the Project's frontage with Centinela Avenue. New
15 street trees shall be a minimum 24-inch box in size and be spaced 30' to 40' on center.
16 Tree species shall conform to the City's Master Street Tree list; be planted in a tree
17 well with a grate; and be irrigated from the overall Site irrigation system, which shall
18 include a timer and rain sensor. A landscape plan for the street trees shall be
submitted to the Engineering Division for review and approved by the City Engineer
prior to the approval of the Site Improvement Plan.
- 19 67. The existing 15 inch diameter public sewer that is located within the sidewalk area of
20 Centinela Avenue may stay in its present location. However, the sewer's manhole rim
21 and cover shall be located either completely within the new sidewalk location or be
clear of the new edge of gutter by one foot. Additional widening of Centinela Avenue
may be necessary to provide the proper manhole clearance.
- 22 68. Prior to the issuance of a building permit, the Applicant shall obtain the approval of the
23 Sanitation Division Manager for the size, location, and type of equipment needed for
24 the adequate storage and disposal of all solid and recyclable waste generated by the
Project.
- 25 69. A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer
26 registered in the State of California and be submitted to the City's Public Works
27 Department for review and be approved by the City Engineer prior to the issuance of
28 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

1 Departments. The Construction Traffic Management Plan shall contain but not be
2 limited to the following:

- 3 A. The name and telephone number of a contact person who can be reached 24
4 hours a day regarding construction traffic complaints or emergency situations.
5 B. An up-to-date list of local police, fire, and emergency response organizations and
6 procedures for the continuous coordination of construction activity, potential
7 delays, and any alerts related to unanticipated road conditions or delays, with local
8 police, fire, and emergency response agencies. Coordination shall include the
9 assessment of any alternative access routes that might be required through the
10 Project Site, and maps showing access to and within the Project Site and to
11 adjacent properties.
12 C. Procedures for the training and certification of the flag persons used in
13 implementation of the Construction Traffic Management Plan.
14 D. The location, times, and estimated duration of any roadway closures, traffic
15 detours, use of protective devices, warning signs, and staging or queuing areas.
16 E. The location and travel routes of off-site staging and parking locations.

- 17 70. A Construction Replacement Parking Plan shall be prepared and submitted to the
18 Planning Division for review and approval and shall identify the off-site parking facilities
19 and their parking space allocations that will be used for replacement parking during
20 Project construction as well as the procedures that will be followed for safe pedestrian
21 and vehicular movement between the off-site location(s) and the Project Site. The
22 Construction Replacement Parking Plan shall also include parking lease agreements
23 for the facilities not under the control of Project ownership and a shuttle service plan
24 for transporting persons parking more than one-fourth mile from the Site.

25 **DURING CONSTRUCTION:**

26 **Planning Division**

- 27 71. During all phases of construction, information that includes contact names and
28 telephone numbers of the Applicant, property owner, construction contractor(s), and
29 City, shall be posted at the Project Site so as to be visible to the public. These names
and telephone numbers shall be made available to adjacent property owners and
residents.
72. During all phases of construction, the Applicant and property owner shall use their best
efforts to ensure that all construction workers and contractors park on-site or at
designated off-site locations approved by the City and not in the surrounding
neighborhood.
73. During all phases of construction and once the development becomes operational, all
graffiti shall be removed within 48 hours of its application.
74. The following noise standards shall be complied with at all times:

- 1 A. No construction equipment shall be operated without an exhaust muffler, and all
2 such equipment shall have mufflers and sound control devices (i.e., intake
3 silencers and noise shrouds) that are no less effective than those provided on the
4 original equipment;
- 5 B. All construction equipment shall be properly maintained to minimize noise
6 emissions;
- 7 C. If any construction vehicles are serviced at a location on-site, the vehicle(s) shall
8 be setback from any street and other property lines so as to maintain the greatest
9 distance from the public right-of-way and from Noise Sensitive Receptors;
- 10 D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators,
11 and air conditioning units) shall be minimized by proper selection of equipment
12 and the installation of acoustical shielding as approved by the Planning Manager
13 and the Building Official in order that compliance with the CCMC Noise
14 Regulations and Standards is achieved; and
- 15 E. Stationary source equipment (i.e., compressors) shall be located so as to maintain
16 the greatest distance from the public right-of-way and from Noise Sensitive
17 Receptors.

18 **Engineering Division**

- 19 75. Vehicular and pedestrian access along Centinela Avenue shall be maintained at all
20 times during construction activities.
- 21 76. Flag persons with certified training shall be provided for Site traffic control work to
22 minimize impacts to traffic flow and to ensure the safe movement of vehicles into and
23 out of the Project Site.
- 24 77. Construction vehicles shall not be permitted to stage or queue where they would
25 interfere with vehicular and pedestrian traffic or block access to adjacent businesses.
26 Off-site staging locations shall be approved by the City Engineer and be of sufficient
27 length to accommodate large trucks without being unduly disruptive to traffic
28 operations. The drivers of these trucks shall be in radio or telephone communication
29 with on-site personnel who shall advise the drivers when to proceed from the staging
location to the Site.
78. Construction-related vehicles shall not be permitted to park on public streets.

PRIOR TO THE ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY (CO)

Planning Division

1 79. All on-site and off-site landscaping and irrigation shall be completed to the satisfaction
2 of the City

3 80. The Applicant shall submit to the Planning Division for review and have approved a
4 valet parking plan to be used during the peak activity times throughout the year for the
5 hotel, conference center, and office complex.

6 **Fire Prevention Division**

7 81. A fire flow requirement of a minimum of 3,000 gallons per minute from three (3)
8 adjacent fire hydrants shall be required as determined by the Fire Marshal. Any and all
9 upgrades to surrounding water main(s) to meet the minimum required fire flow shall be
10 at the sole cost of the Applicant.

11 82. Location of the Fire Department fire sprinkler connection (FDC) shall be approved by
12 the Fire Marshal. The Fire Department requires an FDC to be within 30-50 feet of a
13 fire hydrant.

14 83. The fire sprinkler system shall be issued a five-year test certificate upon completion of
15 construction following approval by the Fire Marshal.

16 84. A 'Knox' box key entry system shall be required with the location to be approved by the
17 Fire Marshal.

18 85. The Project shall provide access for emergency fire and medical personnel as follows:

19 A. Concrete surfaces between the street and main entrance for each building shall
20 be paved to allow the rolling of a medical gurney; and

21 B. Motorized 'emergency access gate(s)' shall have 'Knox' key switches.

22 86. The on-site main drive and street shall support a minimum 68,000 pound gross vehicle
23 weight.

24 87. All large trash compactors, as determined by the Fire Marshal, shall be equipped with
25 a 2-1/2" inlet (National Standard threads) for fire department use with FDC style swivel
26 connections and caps.

27 88. All exterior doors shall have key sets and handles.

28 89. Building parapet(s) exceeding 5-feet in height shall require the installation of catwalks
29 capable of supporting firefighters and equipment weighing 500 pounds.

90. The Applicant shall complete and submit a Fire Department 'Hazardous Materials Plan'
for review and approval.

- 1 91. A Site pre-fire plan shall be submitted and approved by the Fire Marshal prior to
2 receiving a Temporary Certificate of Occupancy.
- 3 92. All exterior fascia, walls, tops of walls, and parapet surfaces shall be constructed to
4 support the weight of fire fighters, suppression equipment and ladders for fire fighting
5 operations. All proposed construction of these areas shall be submitted to the Fire
6 Marshal for approval.
- 7 93. Provide manual/automatic (Hi Rise) fire alarm system for complete coverage of the
8 building, Heating Ventilation and Air Conditioning (HVAC), hood systems, and dampers
9 that shall be connected to the fire alarm system. The system shall be a one-way voice
10 and two-way fireman's telephone system. One hundred percent (100%) coverage
11 shall be provided for smoke detection system.
- 12 94. Plans shall be submitted to the Fire Marshal for approval indicating curbs or drive lane
13 edges painted red and stenciled with white letters reading "NO PARKING FIRE LANE".
14 Additionally, the Applicant shall clearly mark through appropriate striping and sign
15 postings that parking shall be prohibited on the driveway between the office building
16 and the conference center, subjection to the satisfaction of the Fire Marshal.
- 17 95. The minimum density of the fire sprinkler system shall be Ordinary Group 1 hazard at
18 0.15 per square foot over 1 500 square feet.
- 19 96. An emergency generator shall run all life safety equipment and have a remote status
20 panel in the building's fire room. Emergency and exit lights shall have battery backup
21 in each unit or as part of an E-Power system.
- 22 97. If elevator cab and shaft are in compliance with American Society of Mechanical
23 Engineers (ASME) A17.1, a fire sprinkler, smoke detector, heat detector, and access
24 hatch will not be required at the top of the elevator shaft as indicated in 1999 National
25 Fire Protection Association (NFPA) 72.
- 26 98. All electrical fire life safety equipment shall be controlled by, connect to, and
27 annunciate at the fire control room.
- 28 99. The Applicant shall provide and implement an approved emergency on-site circulation
29 plan prior to final acceptance of these structures.

Sanitation Division

100. The trash compactor shall sit on level ground at grade, with enough height and
adjacent wall clearance to safely empty the compactor. Inside and/or outside guide
rails should be installed to guide the compactor back into place after emptying.
101. The trash compactor itself shall have a detachable ram and power supply. The primary
purpose of the compactor is to dispose of organic and other non-recyclable waste.

- 1 102. The Applicant shall allocate enough space to house four (4) three-cubic-yard recycling
2 containers.

3 **Engineering Division**

- 4 103. The existing signalized main entry-way on Centinela Avenue shall be relocated
5 westerly as shown on the approved site plan. As part of this relocation, a new
6 driveway entrance to the existing parking lot along the south side of Centinela Avenue
7 shall be installed directly opposite the Project's new main entry way. The design of this
8 new driveway shall be prepared by a civil engineer, licensed in the State of California,
9 and be part of the public street improvement plans for the Project. This new
10 intersection shall be signalized, including left and right turn arrows, and have adequate
11 left turn pockets for both east and west bound traffic. Upgrading of the existing traffic
12 signal controllers and/or equipment may be required, including loop detectors and
13 other equipment located within the new driveways. All signal equipment located on
14 private property shall be within an easement dedicated to the City for traffic signal
15 purposes. The plan for this new signalized intersection shall be prepared by a
16 registered traffic engineer, licensed in the State of California, and shall be designed to
17 the satisfaction of the City Engineer.
- 18 104. The existing main entry-way intersection on Centinela Avenue shall be abandoned and
19 the street median opening shall be filled in with a raised landscaped median island. All
20 unneeded pavement or line markers shall be removed by sand blasting. Any new lane
21 lines or pavement markers shall be installed with thermoplastic paint per the current
22 edition of the Manual on Uniform Traffic Control Devices (MUTCD). All new raised
23 medians shall be constructed with either landscaping or stamped concrete. The
24 stamped concrete shall have a terra cotta finish.
- 25 105. The Project's main entry driveway shall have a minimum 30 foot radius curb return
26 beginning on Centinela Avenue which shall then transition to a minimum 5 foot radius
27 curve. All other driveway entrances shall have minimum 25 foot and 5 foot curb return
28 radii.
- 29 106. The Applicant shall submit a plan to the City Engineer regarding the repair or
replacement of any damage to the public right-of-way that results from the construction
of the proposed Project. Such repair or replacement is to be completed to the
satisfaction of the City Engineer. The Applicant shall be responsible for all expenses.
107. The Applicant shall restripe the south leg of Corning Avenue, at Slauson Avenue, to
provide one left-turn, one through and one right-turn-only lane in the northbound
direction. The Applicant shall modify the traffic signal equipment at the intersection, as
necessary.
108. The Applicant shall pay to the County of Los Angeles pro-rata shares of the current
Project cost for the improvement to the northbound and southbound ramps of La

1 Cienega Avenue at Slauson Avenue in the amount of 4.4 percent (\$23,100) for the
2 southbound ramps intersection and 4.6 percent (\$55,200) for the northbound ramps
intersection.

3 109. The Applicant shall restripe the south and north legs of Mesmer Avenue at Jefferson
4 Boulevard to allow for the installation of a second northbound right-turn lane. The
5 Applicant shall modify the traffic signal equipment at the intersection, as necessary.

6 110. The Applicant shall restripe Sepulveda Boulevard, at Centinela Avenue, to provide for
7 a third northbound left-turn lane.

8 111. The Applicant shall modify the raised island at the southeast corner of the intersection
9 as necessary to maintain the third northbound through lane and the northbound right-
turn-only lane.

10 112. The Applicant shall modify the channelization and raised median island on the west leg
11 of Centinela Avenue and restripe to provide three westbound departure lanes to
12 receive the additional lane of left-turning traffic from Sepulveda Boulevard.

13 113. The Applicant shall modify the traffic signal equipment at this intersection, as
14 determined necessary by the City Engineer, including the reinstallation of system and
15 call loop detectors centered in the new lane channelization configuration with upgraded
16 detector loop cable (DLC). All detectors for all the approaches tied to this intersection
shall be functional to realize the operational improvements anticipated in this
mitigation.

17 114. The Applicant shall restripe Centinela Avenue from approximately 200 feet east of
18 Alvern Street to approximately 200 feet west of Sherbourne Drive to provide a third
19 westbound through lane. The Applicant shall widen by four feet along the east side of
20 the south leg of Alvern Street between Centinela Avenue and Alvern Circle and modify
21 the striping as necessary to provide additional width for northbound traffic movements.
The Applicant shall modify the traffic signal equipment at both intersections, as
necessary.

22 115. The Applicant shall provide traffic signal upgrades at the intersections of Sepulveda
23 Boulevard and Howard Hughes Parkway and Sepulveda Boulevard and Manchester
24 Avenue by updating the existing Automated Traffic Surveillance And Control (ATSAC)
25 system to the Adaptive Traffic Control System (ATCS). This will allow an approximate
26 three percent (3%) increase in capacity to be realized at these intersections.
Additional traffic signal system upgrades that are required in order to achieve the three
percent (3%) capacity credit due to ATCS at the above two intersections are needed at
the following intersections:

27 A. 83rd Street & Lincoln Boulevard: Install three northbound and three southbound
28 system detectors;
29

- 1 B. Manchester Avenue & Emerson Avenue: Install two eastbound and two
2 westbound system detectors;
3 C. 78th Street-79th Street & La Tijera Boulevard: Install three northbound and three
4 southbound system detectors;
5 D. Knowlton Street & La Tijera Boulevard: Install three northbound and three
6 southbound system detectors;
7 E. Centinela Avenue & Alvern Street: Install three westbound system detector
8 loops; and
9 F. Center Drive & Sepulveda Boulevard: Install a closed-circuit television camera
(CCTV) and appropriate interconnect cabling.

10 116. The Applicant shall install a second northbound left-turn lane on the south leg of La
11 Cienega Boulevard. Based on the conceptual plan (A2026) provided by the Los Angeles
12 Department of Transportation on February 1, 2008, this improvement will be constructed
13 with the existing roadway width of the south leg with the raised median being removed.
The Applicant shall also modify the traffic signal equipment and striping at the
intersection as necessary.

14 117. All traffic related conditions shall be installed and accepted by the appropriate City
15 agencies.

16 118. Subject to CCMC Chapter 7.05, the Applicant, or property owner, shall submit a
17 Transportation Demand Management (TDM) Plan to the City for review and approval.
18 The TDM plan included as Appendix E to the Traffic Impact Study (Appendix G of the
19 Final EIR) shall be used as the basis for the plan submitted to the City and as
amended by the criteria outlined below:

- 20 A. The TDM plan shall be flexible and utilize as many measures as may be
21 necessary to achieve the required trip reductions. Elements of the TDM plan
22 shall parallel and be consistent with City of Los Angeles TDM Ordinance No.
168700 to the greatest extent possible.
23 B. The Applicant, or property owner, shall take baseline traffic counts before
24 construction of the Project to isolate all traffic associated with the existing
25 Radisson Hotel and conference center and the existing office building at the
26 corner of Sepulveda Boulevard and Centinela Avenue (6101 Centinela Avenue),
which currently uses one of the driveways of the existing Radisson Hotel.
27 C. The TDM plan that shall reduce proposed Project trips by at least 50 peak-hour
28 trips from 502 to 452 AM peak-hour trips and 46 peak-hour trips from 462 to 416
29 PM peak-hour trips. To determine whether Project trips have been reduced to the
required levels, the City shall contract with a consultant to produce at the

1 Applicant's, or property owner, expense, annual monitoring reports of proposed
2 Project driveway traffic volumes for three normal business weekdays. The traffic
3 volumes shall be taken on weekdays determined by the City. The Applicant, or
4 property owner, shall pay the cost of the City conducting up to a total of five
5 annual reports. The City shall determine when to conduct the first monitoring
6 report which shall occur after at least 85 percent occupancy is achieved. If any
7 annual report after the first of such reports shows that the Project is not in
8 compliance, then the City shall impose developer trip fees on the Applicant for the
9 total number of peak-hour trips that exceed 452 peak-hour AM trips and 416
10 peak-hour PM trips, in the TDM program.

- 11 D. The cost of the trip fees shall be \$6,430.00 per peak-hour trip per year. The City
12 shall apply this peak-hour trip fee against each excess AM and PM peak-hour trip,
13 as determined from the relevant annual monitoring report. The Applicant, or
14 property owner, shall be responsible to pay a maximum yearly fee of up to
15 \$300,000 and a total fee of up to \$1,000,000 for the entire monitoring program.
16 When there are at least three consecutive annual reports demonstrating
17 continuous compliance with the TDM trip reduction levels, the Project shall be
18 deemed to have satisfied the TDM mitigation measure requirement with respect
19 to the payment of trip fees. Any fees collected shall be used by the City for
20 regional traffic improvements at the discretion of the City. The Applicant, or
21 property owner, shall be responsible for all the costs associated with the
22 monitoring program, including the annual monitoring reports and a \$5,000 per
23 year review fee by City staff. The payment of trip fees does not absolve the
24 Applicant, or property owner, from the continuing obligation to implement a TDM
25 program or to reduce Project trips.
- 26 E. If the TDM peak-hour trip reductions are not achieved, the Applicant, or property
27 owner, shall not only pay the above trip fees but shall also implement additional
28 measures, including but limited to: (i) buy and provide free of charge to on-site
29 tenants/employees an annual bus pass for each excess trip occurring in the peak
hour with the most excess trips, up to a maximum of 50 annual bus passes
(based on 502 "before" and 452 "after" AM trips), (ii) provide other reasonable
economic incentives to encourage the use of public transit or increase
ridesharing, and/or (iii) increase the number of reserved carpool and vanpool
preferential parking spaces in order to further encourage employee carpool usage
and ridesharing.
- F. The Applicant, or property owner, may submit additional reports or supplemental
information demonstrating compliance with this condition which may be reviewed
and approved by the Community Development Director. This additional
information does not absolve the Applicant, or property owner, from the obligation
of meeting the trip reduction numbers or paying any trips fees as described
above.

1 G. Before release of any Certificate of Occupancy, the Applicant, or property owner,
2 shall be required to establish a letter of credit or other financial instrument
3 acceptable to the City Attorney for \$1,000,000 to cover the fee for the entire
4 monitoring program as described in this Condition of Approval. Once a letter of
5 credit is established, the Applicant, or property owner, shall renew it on an annual
6 basis from the initial deposit, with the amount adjusted down for funds spent
7 during the year.

8 H. If there is a conflict between this condition and Mitigation Measure H-7 in Exhibit
9 "B" for Resolution No. 2008-P003, the more strict standard shall apply.

10 **Public Safety**

11 119. The Applicant shall fund the City purchase of one police motorcycle and one
12 paramedic van. These units shall be comparable to existing units presently in service.

13 **B. TENTATIVE PARCEL MAP, TPM P-2007199 (TENTATIVE PARCEL MAP NO. 69726)**

14 **GENERAL CONDITIONS:**

15 120. The final map shall be prepared by a surveyor or civil engineer licensed, and
16 authorized to do such work, by the State of California.

17 121. The final map shall conform to the conditionally approved tentative map approved by
18 the Planning Commission on February 27, 2008.

19 122. Approval of the tentative map shall be for a period of three years after Planning
20 Commission approval. However, approval of the tentative map shall be voided if the
21 approval of the Project's Site Plan Review expires or becomes void.

22 123. The Project boundary shall be tied to at least one (1) City global positioning satellite
23 (GPS) monument.

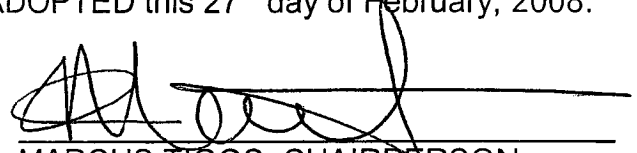
24 124. Durable monuments shall be set at all perimeter boundary corners. At least two
25 monuments shall be set on the prolongation of the property's easterly and westerly
26 boundary with the centerline of Centinela Avenue. All required boundary monuments
27 shall be installed prior to the recording of the final map. Centerline monuments shall
28 be "tied" to at least three (3) points, with lead and tags, and centerline tie notes filed
29 with the Engineering Division.

125. The access driveway, as shown on the tentative map, shall be labeled on the final map
as a "Fire Lane and Reciprocal Access Easement for the Benefit of all Parcels".

126. The required street easement for the 11 foot widening of Centinela Avenue shall be
dedicated on the final parcel map.

- 1 127. All public improvements, as required by the approved Site Plan Review, shall be
2 completed and approved prior to the final approval of the final parcel map by the City.
3 Otherwise, an agreement and adequate security shall be posted by the subdivider, and
4 accepted by the City, to satisfactorily complete said improvements. The agreement
5 and security shall conform to Sections 66462 and 66499 of the State Subdivision Map
6 Act.
7
8 128. The final map shall be submitted to the Los Angeles County Department of Public
9 Works for review, approval, and recordation. After approval of the technical aspect of
10 the map by Los Angeles County, and prior to recordation, the final map shall be
11 approved by the City Council. A copy of the first plan check package as submitted to
12 Los Angeles County shall also be submitted concurrently to the Culver City
13 Engineering Division for review.
14
15 129. A copy of the final map in digital and mylar format shall be filed with the Engineering
16 Division prior to final acceptance by the City.
17

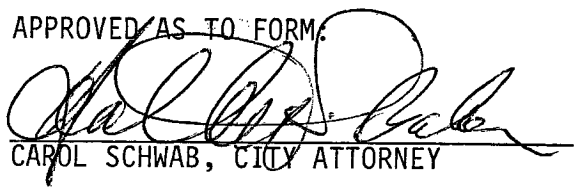
18 APPROVED and ADOPTED this 27th day of February, 2008.

19 
20 MARCUS TIGGS, CHAIRPERSON
21 PLANNING COMMISSION
22 CITY OF CULVER CITY, CALIFORNIA

23 Attested by:

24 
25 Yvonne Hunt, Administrative Secretary

26 APPROVED AS TO FORM:

27 
28 CAROL SCHWAB, CITY ATTORNEY
29

Attachment No. 7
City of Culver City, California
Planning Commission Agenda Item Report

Meeting Date: February 27, 2008

Item Number: PH-1

AGENDA ITEM: Certification of an Environmental Impact Report (EIR); Approval of Site Plan Review and Tentative Parcel Map; and Recommendation on a Height Exception for the Construction of the Entrada Office Tower Project Located at 6161 Centinela Avenue.

Contact Person/Dept.: Sherry Jordan,
Senior Planner

Phone Number: (310) 253-5746

Public Hearing: ☒

Action Item: ☐

Attachments: ☒

Public Notification: Publication in the Culver City News on 2/14/08; Mailed notices (1,600+) on 2/6/08 to various public agencies, and Culver City and Los Angeles residents and interested parties. Site posted on 2/1/08. Emailed to the Master Notification List and interested parties on 2/6/08.

Planning Approval: Thomas Gorham, Planning Manager 2/20/08

RECOMMENDATION:

That the Planning Commission:

1. Certify the Entrada Office Tower Final EIR as stated in Resolution No. 2008-P002 (Attachment No. 3).
2. Adopt a Statement of Overriding Considerations (SOC) and Mitigation Monitoring and Reporting Program (MMRP) as stated in Resolution No. 2008-P003 (Attachment No. 4).
3. Recommend to the City Council conditional approval of Height Exception, HTEX P-2007200; Approve Site Plan Review, SPR P-2007196; and Approve Tentative Parcel Map, TPM P-2007199, subject to the Conditions of Approval as stated in Resolution No. 2008-P004 (Attachment No. 5)..

PROCEDURES:

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

City of Culver City, California
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BACKGROUND:

Request

The project applicant, Centinela Development Partners, proposes to develop a 13-story office tower with approximately 342,409 gross square feet of floor area, including a nine-level parking structure comprised of two subterranean levels and seven structured levels on the site of an existing surface parking lot that serves the Radisson Hotel and Conference Center at 6161 Centinela Avenue. The proposal also includes the subdivision of the parcel into two separate lots, one containing the existing Radisson hotel and conference center and the other one containing the proposed office tower.

General Information

See Attachment No. 1, Project Summary.

Existing Conditions

The project site currently consists of one lot referred to as Parcel 2 of Parcel Map No. 4031. The proposed parcel map would subdivide the parcel into two lots. The site has a General Plan designation of Regional Center and a Zoning designation of Commercial Regional Business Park (CRB). The site is located within the Redevelopment Plan Component Area No. 1, which also designates the project site as Regional Center.

The site contains a 12-story hotel tower, a two-story conference center building connected to the hotel room tower, and outdoor swimming pool, and 265 surface parking spaces. There are no proposed changes to the existing Radisson Hotel complex except for redesign of the hotel's front vehicular circulation area, the trash/loading area, and for additional paving for a fire lane at the rear of the site to provide for a Fire Department vehicle turn-around area.

Project Data

The proposed project will result in a 13-story office tower, with 342,409 gross square feet (GSF). The office tower would be connected to a nine-level parking structure with two levels below grade accommodating 1,239 parking spaces. Additionally, nine surface parking spaces will be provided for a total of 1,248 parking spaces for the hotel/conference center and office building. The frontage along Centinela Avenue will be modified along with other modifications to access and circulation. The front arrival court of the hotel will be modified along with the hotel loading dock. The existing hotel use is not being modified.

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ANALYSIS/ACTIONS:

I. CERTIFICATION OF THE ENTRADA OFFICE TOWER FINAL EIR

On May 30, 2007, a public "scoping" meeting was held at the Radisson Hotel to obtain the views from the public as to what the scope and content of the EIR to be prepared should be. A Draft EIR was prepared and released for a 68 day review period to the public, state, regional, county and local governments on November 29, 2007. The review and comment period closed on February 4, 2008.

On January 9, 2008, the Planning Commission held a meeting to allow the public to have an opportunity to submit their comments in a public forum during the comment period for the Draft EIR. Attachment No. 2 is the excerpt minutes of the meeting.

The Final EIR was provided to the Planning Commission on February 15, 2008 and made available to the public on February 18, 2008. The Final EIR includes all of the written comments, received during the comment period of the Draft EIR, and oral comments received during the January 9, 2008, Planning Commission public meeting on the Draft EIR. Written responses to the comments are included in the Final EIR. Any additional comments that were received too late to be included in the EIR are attached to this report (Attachment No. 7).

The City must provide all responding public agencies written responses to their comments at least ten days prior to certification of the Final EIR. The Final EIR, with written responses to public agency comments, was made available to the responding agencies on February 15, 2008.

The first action the Commission is asked to take tonight is the certification of the EIR. Consideration of the requested entitlements of the project (e.g., Site Plan Review and Tentative Parcel Map) will occur after the Final EIR certification and discussion on the merits of the project are to be addressed during that entitlement process.

"Certification" of an EIR is the culmination of the EIR review process. Certification stipulates that the EIR document is complete, accurate, and has been prepared and reviewed in accordance with California Environmental Quality Act requirements. Certification of an EIR and entitlement on a project are entirely distinct and separate issues and procedures under law; therefore, certification of this EIR will, in no way, confer approval of the proposed development project.

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Final EIR Versus Project-Related Issues

The complexity of separating the Final EIR issues from project issues is often difficult. The primary distinction is the Final EIR should raise all important issues that have an environmental consequence. Resolution of those issues is not required. For instance, significant air quality impacts from project operations will result even after feasible mitigations have been implemented. The Final EIR states this conclusion.

Project issues, by contrast, are much more extensive in their scope and can involve more detail. The conditions of project approval include Final EIR mitigation measures and also include all other conditions pertinent to the implementation of the proposed project. These will be discussed in detail as part of the Site Plan Review and Height Exception entitlement process.

Significant Impacts and Mitigations

The Final EIR identified four significant and unavoidable impacts:

- Air Quality; operational and cumulative impacts,
- Archaeological Resources; cumulative impacts,
- Construction Noise; project and cumulative impacts, and
- Traffic; project operational and cumulative impacts, and project and cumulative construction traffic impacts.

Mitigation measures will reduce, but not eliminate, the above stated significant unavoidable adverse impacts anticipated to result from the proposed project. Therefore, as part of the project approval, the Commission would be required by CEQA to adopt a statement of overriding consideration for each of the above stated impacts. This would be done in connection with the proposed Site Plan Review (first discretionary action) and not with the certification of the Final EIR.

With regard to the air quality impacts, the entire South Coast Air Basin (which includes Culver City) does not meet National Ambient Air Quality Standards. It is very unlikely that any project requiring an EIR would be able to be approved without a "statement of overriding considerations" because cumulative air quality impacts will not be able to be mitigated to a level of insignificance. In fact, in Culver City recent projects that required environmental impact reports (e.g., Costco, Town Plaza, and Symantec) required the adoption of statements of overriding considerations.

City of Culver City, California
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The Final EIR identifies five areas of potentially significant impacts that can be mitigated to a less than significant level:

- Visual Quality; construction impacts,
- Air Quality; construction impacts,
- Paleontological Resources,
- Noise; office interior sound environment, and
- Water Supply.

For discussion of the all the impacts, please refer to the specific section of the Final EIR document.

Conclusion

The Planning Commission is being asked to find that the Final EIR for the project is adequate, complete, and has been prepared in accordance with CEQA and accurately describes the project and identifies the discretionary approvals necessary for the project and that The Final EIR adequately analyzes all of the potentially significant environmental impacts of the project, mitigation measures, environmental impacts reduced to a less than a significant level, environmental impacts not reduced to less than a significant level, alternatives to the project, short-term and long-term impacts, cumulative impacts, growth inducing impacts, and significant irreversible impacts. Attachment No. 3 is the proposed resolution outlining the findings for certification of the Final EIR.

II. STATEMENT OF OVERRIDING CONSIDERATIONS

An agency, after considering the Final EIR, must not approve a project if the project will have a significant effect on the environment after imposition of feasible mitigation, unless the agency finds that the benefits of a proposed project outweigh the unavoidable adverse environmental effects. When approving a project with unavoidable significant environmental effects, the agency is required by CEQA to prepare a Statement of Overriding Considerations (SOC). The SOC is a written statement explaining why the agency is willing to accept each significant effect. The statement sets forth the specific overriding social, economic, legal, technical, or other beneficial project aspects supporting the agency's decision.

Because the Final EIR identified significant environmental impacts from the proposed project that cannot be mitigated to a level below significant, statements of overriding considerations will need to be adopted if the project is approved. A comprehensive mitigation monitoring program would also have to be approved.

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The statements of overriding considerations and mitigation monitoring program must be approved prior to the Planning Commission taking action on the discretionary request (Site Plan Review, Tentative Tract Map, and Height Exception) Attachment No. 4 is the proposed resolution adopting a SOC and MMRP, declaring that the Planning Commission has independently reviewed and considered the information contained in the environmental analysis prepared for the project including significant impacts identified in the Final EIR that cannot be mitigated; determining no new significant environmental impacts were identified other than those contained in that analysis, and that the project will result in community benefits including specific environmental, economic, social, technological, and other benefits, that outweigh the significant effects of the project on the environment that cannot be mitigated to a level less than significant.

III. RECOMMENDATION TO THE CITY COUNCIL ON THE HEIGHT EXCEPTION REQUEST

Culver City Municipal Code (CCMC) Section 17.300.025.C permits the City Council to grant exceptions to the height limits established in the Zoning Code. The City Council, after consideration of a recommendation by the Planning Commission, can by resolution establish a maximum building height for new construction in Redevelopment Project Area Component Areas 1 through 3, consistent with the Design for Development (DFD) established by the Redevelopment Agency.

In order to meet their development objectives the applicant is requesting a Height Exception to permit the office tower to be 190 feet to the flat roof with a sloping parapet rising up to 220 feet along with mechanical equipment on the roof rising over 13.5 feet in height. The maximum building height in the CRB zone is 56 feet.

CCMC Section 17.300.025.C also limits the height of roof-mounted structures for the housing of mechanical equipment, elevators, stairways, or similar equipment required to operate and maintain the structure to 13.5 feet above the height of the building. Additionally it limits the height of fire or parapet walls to five feet above the building height.

The operation of a modern high rise office building requires rooftop mechanical equipment and enclosures that are 18 feet tall. Additionally, the CCMC requires that an emergency helistop be provided for high rise buildings. The proposed oversized parapet serves two purposes. It serves to effectively shield the roof

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top mechanical equipment and helistop from view and provides an important architectural detail to enhance the appearance of the building.

The project site is not currently subject to a DFD. As a Height Exception requires a DFD, one was prepared for the Redevelopment Agency's consideration and approval. For your information a copy of the Draft DFD is included in you packet (Attachment No. 6). A recommendation for approval of the proposed height exception would be contingent upon the adoption of the DFD by the Redevelopment Agency.

There are unique characteristics that apply to this site that lend it to being appropriate for a Height Exception. The project site is separated from the main body of Culver City's regional commercial area (Fox Hills) by Sepulveda Boulevard and the I-405. The site is immediately surrounded by commercial and industrial uses with the closest residential property being approximately 550 to 700 feet on the Westchester bluff. Additionally, the building would be in character with the high rise Howard Hughes office complex at the corner of Sepulveda Boulevard and Centinela Avenue.

The aesthetic impacts of the proposed building, including view analysis, are thoroughly discussed in Chapter III.A of the Final EIR.

Should the Planning Commission recommend to the City Council approval of the proposed Height Exception, an approval of the proposed Site Plan Review would be conditioned up the City Council's approval of the Height Exception. Should the Planning Commission recommend denial of the Height Exception, the Commission should deny the proposed Site Plan Review.

IV. SITE PLAN REVIEW

Architectural Design

The project has been designed to conform to applicable provisions of the CRB Zone and all City development standards with the exception of the maximum building height. The building height issue is discussed above in Section III of this report.

The architecture of the building would be described as contemporary. The proposed building materials consists of high performance, non-glare glass on the north and east elevations. Building materials on the south and west elevations would be primarily non-reflective metal panels with window openings of high performance, non-glare glass. Windows on the south and west elevations are smaller than in other portions of the building as an architectural and passive solar

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feature of the building. Views of the project from the north feature the parking structure in the foreground. The front wall of the office building creates an atypical angle, since one wall corner would extend to the roof of the parking structure and the other would continue to the first floor of the office building. This angular feature would be complimented by the roof parapet, rising in an angle away from the street to a high point, at which point it drops toward the rear of the building. As viewed from the south, the front wall of the office building would present an outward leaning angle toward the street. The angled roof parapet is designed to complement the angular features of the office building's front wall and screen the roof equipment. The first level of the office building would be set on pillars with the first story set back along the front and southwest sides of the building.

The attached parking structure is comprised of two levels below grade and seven levels above grade. The garage exterior walls will consist of a smooth painted concrete finish. Over the garage entrance facing Centinela Avenue, a large portion of the west elevation will be covered with a solid panel with a smooth trowel plaster painted finish. On the east and west elevations portions of the elevations will be covered with a decorative open-work metal panel. A materials board will be available at the meeting.

The development of the site would require the dedication of approximately 11 feet along Centinela Avenue to allow an additional drive lane. Even after this dedication the project will meet or exceed the City's requirements for landscaping and building setbacks.

The development plan submittal package (Attachment No. 9) contains colored site plans, elevations, floor plans, view corridors, etc. The view corridors contained in the development plan submittal package are the same as those in the Final EIR. Since view simulations were brought up during the comment period, an outside firm specializing in this type of photography was hired to achieve a higher level of accuracy. These new simulations are included in the Final EIR and discussed in the Aesthetics section.

Landscaping

Landscaping would be provided around the perimeter of the site and along the front drive court. Existing trees along the eastern edge of the site adjacent to the I-405 would be maintained. Trees would be planted along the northern boundary of the site adjacent to the parking structure and a row of trees would be planted along the Centinela Avenue frontage in front of the office tower and the existing conference center building. The hardscape and softscape of the conference

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center building is being replaced to create a unified appearance for the site while enhancing the view from Centinela Avenue.

Parking

A nine-level parking structure with two levels below grade accommodating 1,239 parking spaces is proposed. Additionally, nine surface parking spaces will be provided for a total of 1,248 parking spaces for the hotel/conference center and office building. The existing 265 surface parking spaces that serve the hotel and conference center would be replaced in the parking structure along with the 978 required for the new office tower for a total of 1,239 spaces in the parking structure. Additionally, 60 parking spaces located in the parking lot directly across Centinela Avenue will be covenanted for the hotel use. These spaces are currently being leased by the hotel for employee parking.

Because neither the hotel nor the conference center is being enlarged or modified in connection with the proposed project, no increase in the legal nonconforming parking of the hotel and conference center is required. The CCMC parking requirement for office use is one parking space for every 350 gross square feet resulting in a requirement for 978 parking spaces for the proposed office tower.

Staff requested that a parking demand study be completed to determine the parking demand for the combined use of the hotel/conference center and the office tower. The study is discussed in Section III. H., Transportation and Circulation, of the Final EIR. The study determined that under normal operations the parking proposed in the project will be sufficient for both the office and hotel/conference center. However, the study determined that on approximately 20 days a year, the parking supply could be exceeded when the conference center and hotel would simultaneously have a peak demand. It was determined that on these occasional occurrences that the increased parking demand could be accommodated by using valet service to stack vehicles in the parking structure. A condition of approval requiring a valet plan to be submitted to the Planning Division for approval is included in the proposed Site Plan Review resolution.

Traffic and Circulation

A traffic study was prepared and analyzed in Section III. H., Transportation and Circulation, of the Final EIR. Thirty-three surrounding intersections in the City and County of Los Angeles and Culver City were studied. It was determined that prior to mitigation, the proposed project would result in significant traffic impacts at 12 study intersections. Originally it was determined that following

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implementation of mitigation measures, that all the intersections could be mitigated to a less than significant level except the two intersections of Howard Hughes Parkway and Sepulveda Boulevard, and Centinela Avenue and La Cienega Boulevard. Since the release of the Draft EIR, the City of Los Angeles informed us that through a continued review of the traffic impact analysis presented in the Draft EIR, that the impact at the intersection of Centinela Avenue and La Cienega Boulevard could be mitigated through the construction of an additional northbound left-turn lane at the intersection. This leaves only the intersection of Howard Hughes Parkway and Sepulveda Boulevard having an impact that could not be mitigated to a less than significant level during the AM peak hours. Feasible physical mitigation measures could not be identified for this intersection as the mitigation would require a fourth northbound through lane on Sepulveda Boulevard. This is not considered feasible due to right-of-way constraints.

The proposed project would include modifications to the existing site access. The existing signalized intersection/driveway on Centinela Avenue would be relocated approximately 200 feet to the northwest. The main vehicular access to the site would be at this intersection between the existing conference center building and the office tower. Access to the parking structure would be from the main central drive between the office tower and conference center building or from an additional entrance adjacent to the northerly property line. The two existing driveways at the eastern and western ends of the site would remain. These would provide right-in and right-out turning movements. All left turn movements into or out of the site would be from the central signalized driveway.

Delivery and trash service would occur from the main central drive. At the rear of the drive, turn-around areas have been designed to allow large trucks and fire equipment to be able to turn around and head out of the site.

Transportation Demand Management

At the January 9th public meeting there was discussion concerning the mitigation measure regarding the Transportation Demand Management (TDM) plan proposed for the project. TDM programs are strategies that aim to change motorists' behavior and decrease the dependency on single occupancy vehicles trips, especially for travel to and from work. All projects of 25,000 gross square feet or more are required to comply with CCMC Chapter 7.05 which includes TDM measures. Similarly, projects in the City of Los Angeles are required to comply with their TDM Ordinance No. 168700. As much of the project's impacts are in the City of Los Angeles, the project will be required to follow the TDM programs in the cities of Culver City and Los Angeles. Culver City, the City of Los Angeles, and County of Los Angeles have agreed that the Entrada project,

City of Culver City, California
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with a comprehensive TDM program, qualifies for a trip reduction of 10 percent as a mitigation measure.

After additional review, staff is recommending that the project's TDM program include a monitoring program and trip fees if the TMD program does not produce the anticipated 10 percent reduction in trips. A recommended Condition of Approval establishes an annual reporting program and requires the applicant to pay trip fees of up to \$1,000,000 for excess trips beyond the 10% trip reduction. These fees would be used by the City for regional traffic improvements at the discretion of the City.

The recommended condition also establishes a \$6,430 cost per peak-hour trip fee based on the median of the daily trip fees estimated in the Draft Metro Congestion Management Mitigation Fee Feasibility Study Report, January 2008, and adjusted by the highest ratio of the AM or PM peak-hour trip rate versus the daily trip rate for general office uses according to the current 7th Edition of the ITE Trip Generation handbook. The adjustment factor is calculated to be 0.14 which is the same based on either peak-hour rate. The range of daily trip fees in the Draft Metro Report is \$200 to \$1,600 and the median fee is \$900. Applying the 0.14 factor to this median daily fee, the peak-hour fee rounds up to \$6,430. This peak-hour trip fee shall be applied against each excess AM and PM peak-hour trips as determined from the relevant annual monitoring report.

V. TENTATIVE PARCEL MAP NO. 069726

The proposed parcel map would subdivide Parcel 2 of Parcel Map No. 4031 into two legal lots. The parcel would basically be divided along the central drive aisle running between the office tower and the hotel/conference center. Reciprocal easements would be required to assure pedestrian and vehicular access between the two new lots and joint use of the parking structure. The proposed parcel map is included in the development plan submittal (Attachment No. 9).

The State Subdivision Map Act and CCMC Chapter 15.10 regulate the subdivision of land. Among numerous objects, the tentative parcel map process allows the City to review the proposed parcel subdivision to ensure all necessary improvements and requirements are provided. The Public Works Department has reviewed the proposed condominium subdivision and found it to be in compliance with State and local regulations.

City of Culver City, California
Planning Commission Agenda Item Report

SUMMARY

As outlined in this report the Planning Commission is being asked to do the following: (1) Certify the Final EIR; (2) adopt a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program; and (3) Recommend approval of the Height Exception to the City Council and approve the Site Plan Review and Tentative Parcel Map. Attachment No's 3, 4, and 5 (Resolutions) contain the findings necessary for the Commission to take these actions.

ALTERNATIVE OPTIONS:

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

1. If the Planning Commission certifies the Final EIR the following alternatives may be considered.
 - a. Adopt the SOC and MMRP, approve the Site Plan Review, Tentative Parcel Map, and recommend to the City Council approval of the Height Exception, with conditions of approval if the applications are deemed to meet the required findings; or
 - b. Do not adopt the SOC and MMRP, disapprove the Site Plan Review and Tentative Parcel Map, and recommend disapproval of the Height Exception if they do not meet the required findings.

--OR--

2. If the Planning Commission disapproves the certification of the Final EIR the Commission should not adopt the SOOC and MMRP, should disapprove the Site Plan Review and Tentative Parcel Map, and recommend disapproval of the Height Exception.

City of Culver City, California
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ATTACHMENTS:

1. Project Summary
2. January 9, 2008, Planning Commission minutes excerpt
3. Draft Resolution No. 2008-P002 (EIR P-2007198) (To be distributed under separate cover)
4. Draft Resolution No. 2008-P003 (SOC and MMRP) (To be distributed under separate cover)
5. Draft Resolution No. 2008-P004 (SPR P-2007196, TPM P-2007199, & HTEX P-2007200) (To be distributed under separate cover)
6. Draft Design for Development for a Portion of 6161 Centinela Avenue
7. Comments received that are not included in the Final EIR.
8. Final Environmental Impact Report for the Entrada Office Tower Project (February 2008) (Distributed on 2/15/08)
9. Development plans date received February 4, 2008
10. Materials board (Available at meeting)

Attachment No. 8

PROJECT SUMMARY

APPLICATION TITLE & CASE NO:		
Certification of an Environmental Impact Report (EIR), Approval of Site Plan Review, SPR P-2007196, and Tentative Parcel Map TPM P-2007199, and Recommendation on Height Exception, HTEX P-2007200, for the Construction of the Entrada Office Tower Project Proposed to be Located at 6161 Centinela Avenue.		
PROJECT ADDRESS/LOCATION:		APPLICANT INFORMATION:
6161 Centinela Ave Culver City, CA 90230		Gensler (Architect) 2500 Broadway- Suite 300 Santa Monica, CA 90404
PERMIT/APPLICATION TYPE:		
☐ Administrative Use Permit ☐ Conditional Use Permit ☐ Administrative Site Plan Review ☒ Site Plan Review ☐ Administrative Variance ☐ Variance ☐ Master Sign Program ☐ Certificate of Appropriateness ☐ Certificate of Exemption ☐ DOBI		
☒ Tentative Parcel Map ☐ Tentative Tract Map ☐ Lot Line Adjustment ☐ Zoning Code Amendment - Text ☐ Zoning Code Amendment - Map ☐ General Plan Amendment - Text ☐ General Plan Amendment - Map ☐ Planned Unit Development ☐ Specific Plan ☒ Other: Height Exception		
APPROVAL BODY:		
☒ Public Hearing ☒ Public Meeting ☐ Administrative		
☐ Administrative ☒ Planning Commission ☒ City Council		
☒ Redevelopment Agency ☐ Other:		
ENVIRONMENTAL DETERMINATION AND NOTICING:		
CEQA Determination	☐ Categorical Exemption ☐ Negative Declaration ☐ Mitigated Negative Declaration ☒ Environmental Impact Report	
CEQA Noticing	☐ Notice of Exemption (w/in 5 days of decision) ☐ Notice of Intent to Adopt (21 days prior to decision) ☐ Notice of Determination (w/in 5 days of decision) ☐ Fish & Game Certificate of Fee Exemption (w/in 5 days of decision) ☒ Notice of Preparation ☒ Notice of Availability ☒ Notice of Completeness	
PUBLIC NOTIFICATION:		
Mailing Date: 2/06/08	☒ Property Owners ☒ Occupants ☐ Adjacent Property Owners & Occupants	☐ w/in 300' foot radius ☒ w/in 300' foot radius / extended ☐ Other:
Posting Date: 2/1/08	☒ Onsite ☐ Offsite	☐ Other:
Publication Date: 2/14/08	☒ Culver City News	☐ Other:
Courtesy Date: 2/06/08	☒ City Council ☐ Commissions ☒ Master Notification List ☒ Culver City Website ☐ Cable Crawler	☐ Press Release ☒ HOA /Neighborhood Groups ☒ Culver City Organizations ☒ Other: interested parties, other public agencies, etc.

PROJECT SUMMARY

GENERAL INFORMATION:	
General Plan Regional Center	Zoning Commercial Regional Business Park
Redevelopment Plan Component Area No. 1	Overlay Zone/District None
Legal Description Parcel 2 of parcel Map No. 4031, book 59, page 100 of parcel maps.	Existing Land Use Existing Radisson Hotel Parking Lot

ADJACENT ZONING AND LAND USES

<u>Location</u>	<u>Zoning</u>	<u>Land Use</u>
North (across I-405):	City of LA	Retail Center
South (across Centinela):	CRB	Office Building
East	Freeway/CRR	405 freeway and Fox Hills Mall
West	T zone and LA beyond	Parking Lot

<u>Project Data</u>	<u>Existing</u>	<u>Proposed</u>	<u>Required</u>
Building Coverage:	43,896 sq. ft.	69,664 sq. ft.	NA
Landscaped Area:	23,784 sq. ft.	51,200 sq. ft.	NA
Total Site:	245,580 sq. ft.	245,580 sq. ft.	NA
Gross Floor Area:	NA	342,409 sq. ft.	NA
Parking:			
* Standard	325	1,284	1,279
Handicapped	unknown	24	24
Loading	Loading dock	Loading dock	Loading dock
Total:	325	1,308	1,303
Building Height:	NA	220 ft.	56 ft. max.
Building Setbacks:			
Front	NA	42 ft.	15 ft.
Rear	NA	20 ft.	None required.
Side (south)	NA	14 ft. 5 in.	None required.
Side (north)	NA	10 ft.	None required.

* Includes 60 offsite parking spaces

ESTIMATED FEES:		
☒ Surcharge for New Dev.: NA	☒ School District: TBD	☒ Plan Check (Eng.): TBD
☒ New Development Impact Fee: NA	☒ Art: TBD	☒ Sewer: TBD
INTERDEPARTMENTAL REVIEW:		
Planning, Engineering, Building & Safety, Fire Prevention, Redevelopment Agency, and City Attorney reviewed the project. Comments have been incorporated into the plans or where made part of the recommended conditions of approval.		
ART IN PUBLIC PLACES:		
The project will be subject to the City's Art in Public Places Program.		

Attachment 9

REGULAR MEETING OF THE
PLANNING COMMISSION, CITY OF CULVER CITY,
CALIFORNIA

February 27, 2008
7:00 P.M.

Call to Order & Roll Call

Present: Marcus Tiggs, Chair
 David Rockwell, Vice Chair
 John Kuechle, Commissioner
 Linda Smith Frost, Commissioner
 Andrew Weissman, Commissioner

Staff Present:

Sol Blumenfeld, Community Development Director
Thomas Gorham, Deputy Community Development Director
Sherry Jordan, Senior Planner
Carol Schwab, City Attorney
Heather Baker, Deputy City Attorney

Advisory Present:

Barry Kurtz, City Traffic Engineering Consultant
Jay Ziff (PCR)
Mike Singleton-KTU + A/City's Independent Consultant
o0o

Pledge of Allegiance

The Pledge of Allegiance was led by Heather Baker.

o0o

PUBLIC COMMENT (Items Not on the Agenda)

Donna LeBlanc

- Opposition to proposed construction of four-story commercial building to be located at 8865 Hayden Place because the building would not be congruent with the height of any residential or commercial buildings in the general area.

PH-1. Certification of an Environmental Impact Report (EIR), Approval of a Site Plan Review and Tentative Tract Map, and Recommendation on a Height Exception for the Construction of the

Entrada Office Tower Project Proposed to be Located at
6161 Centinela Avenue.

Sherry Jordan gave a staff report.

Jay Ziff, (PCR), and Mike Singleton (KTU + A/City's
Independent Consultant) gave a staff report on the EIR to
the Commission.

Presentation by the applicant:

Brandon Taylor (Centinela Development Partners)
Mitch Menzer (Paul, Hastings, Janofsky & Walker
Rob Jernigan (Gensler)
Roy Nakamura (Crain & Associates)

PUBLIC SPEAKERS AND CONCERNS ADDRESSED

- Dana Sayles - not opposed to the project.
- Art Garcia - supports project because land is undeveloped and proposed use would be more suitable than retail complex.
- Jim Kennedy (Councilman Rosendahl's office) - read statement from the Councilman in opposition of the project, favored denial of the EIR certification, and stated concerns regarding air emission and construction noise.
- Tom Supple - opposes height exception; traffic study is inaccurate; should consider low-rise alternative.
- Mary Jane Ludwig - Opposes height exception, view obstruction and exorbitant costs.
- Jerry Kay - supports project; suggested an off-ramp at Mesmer to alleviate traffic congestion.
- Ellie Holm - opposes height exception.
- Tricia Evenson - opposes height exception.
- Rob West - destruction of quality of life, was not made aware of the project, opposes height exception, concerned with air quality and traffic congestion.
- Mina Bharadwa - traffic study is inadequate; opposes height exception.
- Tom McCabe - project will set the wrong precedent.

- Pat Fournier - Concerned about traffic congestion and emissions.
- Kathy Young - traffic gridlock, view obstruction, nitrate oxides and size of the project.
- Michael Koshak - nitrogen oxides and traffic impacts.
- Gina Koshak - CD presentation; pollutants; height exception.
- Tom Kreller - traffic congestion, aesthetics, view obstruction; EIR is flawed.
- Hillary Gross - supports project.
- Mark Hall - CD presentation in opposition of the project.
- Rex Frankel - traffic congestion, height exception and heliport.
- Lorie Alexander - significant negative impact on greenhouse gases; opposes height exception; view preservation.
- Michael Young - no "open space"; inaccurate photos; EIR is incomplete and inaccurate; traffic analysis on the 405 and 90 freeways not conducted; environmental unhealthy; traffic congestion; height exception;

Comments from Commissioners:

Commissioner Smith Frost

- How will the drainage issues be addressed?
- Concerned about truck staging along Sepulveda.
- TDM program enforceability.
- Financial feasibility regarding alternative configurations (low rise/medium rise).

Commissioner Kuechle

- Concerned about traffic study conducted while school was in session and questioned how many studies were done.
- Questioned whether approval of height exception would set precedence in the city.
- Inquired about the accuracy of the photos of the project and which photos reflect a true image of the actual project.

- Inquired about the economic feasibility of the alternative low/medium rise project and the construction of a new hotel.
- Questioned applicant regarding the completeness of the EIR.
- Who created the objectives in the EIR?
- Requested location of the language in the General Plan regarding the consistency of the EIR with the General Plan.

Commissioner Weissman

- Questioned what happens after the five year Transportation Demand Management (TDM) program goal (10% reduction in traffic) review period is over, and the penalty if any if the goal has not been met.
- Stated that a covenant between the hotel and project site should be entered into prior to a Certificate of Occupancy.
- Concerned about storm water catch basins.

Vice Chair Rockwell

- Asked what other parts of the city would be subject to height exceptions.
- Concerned about view obstruction.
- Inquired about the economic benefits and whether there would be any costs for the City to bear.
- Questions various aspects of the proposed TDM program.

Chair Tiggs

- Inquired about the criteria used to recommend a height exception.
- Asked if the project could be downsized and still realize a return on investment.
- Concerned with the impact of police/fire response times due to traffic congestion.
- Noted that applicant should purchase at least one motorcycle and one paramedic rig if project is approved.
- Has a concern about view obstruction and simulations.

Staff and applicant responded to questions and Brandon Taylor agreed to fund the purchase of a police motorcycle and a paramedic van.

Motion was made and seconded to certify the EIR.
Vote 5-0.

Motion to approve Resolution 2008-P002 (certifying the Final Environmental Impact Report), as amended was moved by Commissioner Kuechle, seconded by Commissioner Smith Frost. Vote 5-0.

Further comments from Commissioners:

Commissioner Kuechle

- Not comfortable with economics because EIR does not address net figures. Need independent fiscal analysis.
- Police and fire response times need to be analyzed.
- Concerned about lack of standards or guidelines in the Code regarding height exceptions.
- Should be additional language for traffic measurements; not comfortable with the 5 year limit to maintain the 10% reduction in traffic in TDM program.
- Need additional language regarding the parking covenant and drainage issues addressed by the Albertsons representative.

Commissioner Weissman

- Need more than 5-year TDM program monitoring.
- Has concerns regarding the appropriateness of the project on the project site; mid-sized project would be more suitable.

Commissioner Smith Frost

- Questioned compatibility of the project with other buildings in the area.
- Stated that height precedence has already been set by Los Angeles with the construction of the Howard Hughes Complex.
- Cut-through traffic should be addressed directly for each individual project.

- View obstruction is more a public issue; only a few homes will be impacted.
- Noted that 75% of the public speakers are non-Culver City residents.
- Supports the project.

Vice Chair Rockwell

- Is comfortable with the economic benefits of the project.
- Feels the TDM program language needs to be revised.
- Supports project.

Chair Tiggs

- Supports the project.
- Views the project as an opportunity to Culver City and Los Angeles to work together.
- Agrees the project does have an economic benefit.
- Purchase of the motorcycle and paramedic rig should be a condition of approval.

Motion to adopt Resolution No. 2008-P003 (Statement of Overriding Conditions) was moved by Vice Chair Rockwell, seconded by Commissioner Kuechle. Vote: 4-1 (Weissman).

Motion to adopt Resolution No. 2008-P004 (Site Plan Review, Tentative Tract Map, and Height Exception) was moved by Commissioner Smith Frost, seconded by Vice Chair Rockwell. Vote 4-1 (Weissman).

Consent Calendar

Item C-1

Secretary's Report

That the Planning Commission approve the Secretary's Report was moved by Commissioner Kuechle, seconded by Commissioner Weissman.

Item C-2

Motion to approve the minutes of January 9, 2008 was moved by Commissioner Smith Frost, seconded by Commissioner Weissman. Vote 5-0.