

RESOLUTION NO. 2017-P016

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, (1) RECOMMENDING TO THE CITY COUNCIL APPROVAL OF COMPREHENSIVE PLAN P2017-0042-CP, GENERAL PLAN MAP AMENDMENT P2017-0042-GPMA, ZONING CODE MAP AMENDMENT P2017-0042-ZCMA; (2) ADOPTION OF A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM; AND (3) APPROVING TENTATIVE PARCEL MAP P2017-0042-TPM, FOR A PROPOSED PLANNED DEVELOPMENT DISTRICT NO. 15, CONSISTING OF A NEW MULTI-SITE COMMERCIAL DEVELOPMENT COMPRISED OF 31,782 SQ. FT., OF COMMERCIAL (ARTISANAL FOOD RETAIL/RESTAURANT) FLOOR AREA, AND A THREE-AND-A-HALF-LEVEL PARKING STRUCTURE AT 12337-12423 WASHINGTON BOULEVARD IN THE PUBLIC PARKING FACILITY (PPF) AND COMMERCIAL GENERAL (CG) ZONE.

(Comprehensive Plan, P2017-0042-CP;
Zoning Code Map Amendment, P2017-0042-ZCMA;
General Plan Map Amendment, P2017-0042-GPMA;
Tentative Parcel Map No. 74999, P2017-0042-TPM)

WHEREAS, on March 2, 2017, Culver Public Market, LLC (the "Applicant") filed an application for a Comprehensive Plan (CP), General Plan Map Amendment, Zoning Code Map Amendment, and Tentative Parcel Map, to establish Planned Development District No. 15, and allow the construction of a new multi-site (Site A and Site B) commercial development consisting of 31,782 square feet of commercial (artisanal food retail/restaurant) floor area and a three-and-a-half-level parking structure containing a total of 184 parking spaces, and a twenty stall surface parking lot (the "Project"). The Project Site is more specifically described by Los Angeles County Assessor's Numbers 4231-002-901 through 4231-002-909 and 4232-009-900 through 4232-009-901, in the City of Culver City, County of Los Angeles, State of California; and,

WHEREAS, in order to implement the proposed Project, approval of the following applications are required:

1 Comprehensive Plan, P2017-0042-CP: for the construction of the proposed
2 commercial (artisanal food retail/restaurant) development, with parking structure, and
3 associated improvements, to ensure the Project complies with all required standards and City
4 ordinances, and to establish all onsite and offsite conditions of approval necessary to reflect
5 development standards specific to the subject site and site features and ensure compatibility
6 of the proposed Project with the development and uses on adjoining properties and in the
7 surrounding neighborhood;
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9 General Plan Map Amendment, P2017-0042-GPMA: for the change of the existing
10 designation of the entire Project Site from Institutional to General Corridor, to ensure the proper
11 General Plan Land Use designation and maintain General Plan consistency with the Zoning
12 designation;
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14 Zoning Code Map Amendment, P2017-0042-ZCMA: for the change of the existing
15 designation at Site A from Public Parking Facilities (PPF) to Planned Development (PD), to
16 ensure the proper rezoning of the property from to PD and maintain consistency with the
17 General Plan designation;
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19 Tentative Parcel Map No. 74999, P2017-0042-TPM: for the consolidation of ten (10)
20 parcels into two (2) and the creation of one (1) airspace lot commercial condominium
21 subdivision, to ensure the subdivision complies with all required standards and City ordinances,
22 and state law; and
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24 WHEREAS, on October 25, 2017, after conducting a duly noticed public hearing on the
25 subject application, including full consideration of the applications, plans, staff report,
26 environmental information and all testimony presented, the Planning Commission, (i) by a vote
27 of ___ to ___, adopted a Mitigated Negative Declaration, in accordance with the California
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1 Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant
2 adverse environmental impacts; and (ii) by a vote of ___ to ___, recommended to the City Council
3 approval of Comprehensive Plan P2017-0042-CP, General Plan Map Amendment P2017-
4 0042-GPMA, and Zoning Code Map Amendment P2017-0042-ZCMA; and (iii) by a vote of ___
5 to ___, conditionally approved Tentative Parcel Map P2017-0042-TPM.
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7 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
8 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

9 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
10 Municipal Code (CCMC), the following findings are hereby made:
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12 **Comprehensive Plan for Proposed Planned Development Zoning District No. 15**
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14 As outlined in CCMC Section 17.560.020, the following required findings for a Comprehensive
15 Plan are hereby made:

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

17 The Project is planned and scheduled to be completed within one and a half years.
18 Construction is expected to begin in early 2017 with full build-out, and possibly occupancy,
19 in early 2018.

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

23 The Project's proposed land uses will include specialty and artisanal food uses, which
24 collectively will create a unique artisanal market/food hall. Specialty and artisanal food uses
25 have become a highly desirable in many communities. These uses will continue the
26 commercial nature of the existing corridors, while complementing the pattern of existing
27 unique food uses/business along Washington Boulevard. The proposed development will
28 redevelop currently vacant land, and create an environment of sustained desirability and
29 stability by providing commercial uses that will serve the surrounding residential
neighborhood. The West Washington neighborhood contains flourishing residential
communities and dynamic food establishments. The proposed Project, consisting of
specialty and artisanal food uses with plazas and outdoor dining areas, connects and
creates synergy with the various existing commercial and residential uses in the
surrounding area, together assuring the continued success of the entire neighborhood.

Further, Project amenities such as public parking and open space, proximity to local bus lines, bike lanes, and conventional street and freeway infrastructures will aid in establishing a stable and desirable environment. The applicant/developer has also conducted market research on the local community and the proposed uses to determine the economic feasibility and sustainability of the proposed development. In addition, as a joint project with the City, the proposed development will be subject to an Implementation Agreement that will ensure the ongoing success of the Project.

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

The Project will be comprised of commercial development focused on specialty and artisanal food retail/restaurant uses, including a public parking structure that will also provide parking to serve the existing surrounding commercial corridor. These uses will be compatible with, and complementary to, the existing commercial development in the surrounding area, which include office, artisanal food, restaurants (including alcoholic beverage sales), fitness studios, personal service, and general retail. Surrounding uses also include single- and multi-family development. It is anticipated that potential future uses would follow existing development patterns and be comprised of similar commercial and residential uses according to zoning designations. The uses proposed for the Project are similar to those existing in the commercial corridor and will provide desirable products and services for the surrounding residential community. Accordingly, the proposed uses will have a beneficial effect by revitalizing a vacant site, activating the subject intersection, and enhancing the surrounding streetscape. Further, as conditioned, the proposed Project and uses will not have a significant impact on the present and potential surrounding uses, but rather have a beneficial effect on current and future surrounding uses.

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

The subject site is served by three (3) streets and two (2) alleys, which include Washington Boulevard, Centinela Avenue, and Colonial Avenue, ranging from fifty (50) to one hundred (100) feet in width, and twenty (20) feet for the alleys. In addition, a comprehensive traffic study was prepared for the proposed Project, and concluded that no significant impacts would occur as a result of the Project. The study included an analysis of surrounding streets, including residential streets (e.g. Colonial Avenue), and showed there are no anticipated impacts. As part of the study and review of the Project by City staff, improvements to the roadways and other public rights-of-way (e.g. lane restriping, sidewalk replacement, repaving) have been identified and included in the Project design as well as incorporated in to the conditions of approval for the Project. This will ensure that the surrounding roadways will be suitable and adequate to carry the anticipated traffic created by the Project.

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

1 The proposed development is comprised of a multi-site commercial project focused on
2 specialty and artisanal food retail/restaurant uses, as well a three-and-a-half story public
3 parking structure. The site is located within an urbanized area at the northerly intersection
4 of Washington Boulevard and Centinela Avenue, two (2) prominent commercial/mixed-use
5 corridors. The site is also abutting a residential neighborhood along the northerly property
6 lines. The proposed development is designed in compliance with applicable Zoning Code
7 requirements, such as minimum setbacks, height, off-street parking, etc. For example, Site
8 will contain one level of commercial floor area and an attached three-and-a-half level
9 parking structure reaching a maximum height of 43'-10", which is well below the allowable
10 height of fifty-six (56) feet for surrounding commercial zone, and consistent with surrounding
11 single- and multi-story commercial development and with the maximum allowable height of
12 thirty (30) feet for development in the abutting residential zone. Similarly, Site B will contain
13 a surface parking lot and two (2) one-story structures reaching 28'-3" in height. Proposed
14 structures on both Site A and Site B will be located with ample northerly setbacks, so as to
15 provide an appropriate buffer from the surrounding residential neighborhoods. In
16 consideration of the residential uses, the proposed parking structure is enclosed along the
17 northerly façade and the site will incorporate tall perimeter ground landscape plantings
18 along this area. Thus, the proposed development is compatible with the surrounding area.

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

21 The Project is fully comprised of commercial uses, totaling 26,835 square feet of leasable
22 commercial floor area for specialty and artisanal food uses. The site is located within an
23 urbanized area at the intersection of two (2) prominent commercial/mixed-use corridors,
24 with the commercial floor area oriented towards the street so as to promote pedestrian
25 activity. The proposed uses are consistent with the existing and proposed zoning and land
26 use designations and are compatible with the surrounding commercial corridor. The
27 proposed commercial development complements the existing uses along the commercial
28 corridor and builds upon and augments the emerging West Washington commercial district
29 and the expanding specialty and artisanal food industry in the surrounding area. This
industry has been expanding locally, but also globally, with market/food halls emerging as
highly desirable, high consumption, and successful uses throughout the United States and
abroad. Further, as part of the developer's due diligence on the proposed Project, the
economic benefits and feasibility have been assessed, and has concluded the types of
commercial uses proposed are in demand, and has received interest from various
businesses as part of outreach activities for prospective tenants.

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

32 The current General Plan land use designations for the Project Site are General Corridor
33 for Site B and a portion of Site A, and Institutional for the remaining northerly portion of Site
34 A. Pursuant to Zoning Code Section 17.560.010, the Comprehensive Plan is required for
35 development in the Planned Development (PD) Zone. This zoning designation is identified
36 as being consistent with various residential and commercial land use designations of the

General Plan. Therefore, a General Plan amendment is proposed and being processed concurrently with the proposed Comprehensive Plan, to change the portion of Site A designated as Institutional to General Corridor. The resulting development will be the same as would otherwise be allowed. Thus, the proposed Comprehensive Plan and associated development will result in the redevelopment of a vacant site, which is consistent with the General Plan Land Use Element's overall goal of revitalizing the City's non-residential corridors and policies of encouraging desirable and attractive new developments. The Project will also be consistent with site's General Plan Land Use designation of General Corridor, which is intended to allow a range of small to medium-scale commercial uses, with an emphasis on community serving retail. The Land Use Element further indicates commercial designations are established to support desirable existing and future commercial uses, and also to address urban design and revitalization. The proposed development achieves this by creating a well-designed development that augments the emerging commercial district and expanding artisanal food industry in the surrounding area. In addition, the overall development will further Objective 5 of the Land Use Element, which proposes to encourage new business opportunities that expand the City's economic base and serve the needs of the City's residential and business community. The Project will also implement Objective 6, which calls for the revitalization of the physical character and economic well-being of the City's commercial corridors, including the implementation of streetscape improvements. Similarly the Project maintains consistency with the Institutional designation goal of identifying public uses such as public parking facilities. Based on review of the preliminary development plans, the proposed Project is in conformance with the General Plan.

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

No exceptions to the standards and requirements of the City's Zoning Code (Title 17 of the CCMC) have been requested for this Project. As a joint endeavor with the City, a specific vision has been established for the Project via the Successor Agency to the Culver City Redevelopment Agency and the former Culver City Redevelopment Agency, to create a market/food hall containing unique culinary uses including specialty and artisanal food retail/restaurant uses. The proposed Comprehensive Plan land use table proposes to allow alcoholic beverage sales, bars (limited number), outdoor dining, and outdoor display and sales, as part of the Comprehensive Plan approval, rather than requiring separate use permits for these uses in the future. This is warranted by the desired vision and goals for the Project to emphasize unique culinary uses, to activate the street frontages and outdoor open space areas, and to promote a pedestrian oriented environment. The design and outdoor amenities proposed as part of the development and Comprehensive plan will create a high quality Project that will ensure consistency with the Zoning Code. In addition, the public parking component of the Project will provide an additional amenity for the surrounding commercial corridor. The above-noted uses would be allowed in the existing Zoning designation with use permits, and are simply proposed to be included as part of the Comprehensive Plan approval, as allowed by the Zoning Code provisions of Section 17.560.005, which states that Comprehensive Plans are to allow for flexibility in the

application of zoning code standards to proposed development. Further the applicable development standards of the Zoning Code will still be implemented, along with conditions of approval, to ensure there are no detrimental effects and that the City's vision is adequately executed.

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

The site is currently vacant with the exception of a perimeter security fence, sporadic vegetation, and utility service equipment. Such utility equipment will be removed to allow the proposed layout of the proposed development. New utility service equipment will be designed and installed at a capacity and locations suitable for serving the proposed development and uses. Further, review of the Project by the City's Public Works Department has determined that the proposed utility services and existing utilities that will serve the site are adequate for the proposed uses.

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

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

General Plan Map Amendment and Zoning Code Map Amendment

As outlined in CCMC Section 17.620.030.A, the following required findings for a General Plan Map Amendment and Zoning Code Map Amendment are hereby made:

1. The proposed amendment ensures and maintains internal consistency with the goals, policies, and strategies of all elements of the General Plan, and, in the case of a Zoning Code amendment, will not create any inconsistencies with this Title.

The existing General Plan Land Use designations are General Corridor for Site B and a portion of Site A, and Institutional for the remaining portion of Site A. The existing Zoning designations are Commercial General (CG) for Site B and a portion of Site A, and Public Parking Facility (PPF) for the remaining portion of Site A. The proposed amendments will change the General Plan designation to General Corridor for the portion of Site A currently designated as Institutional, and will change the Zoning designation for the entire Project site (Site A and Site B) to Planned Development (PD).

The proposed amendments will serve the purpose of creating a Comprehensive Plan for the implementation of the proposed development Project, which as proposed follows the standards and requirements applicable to the existing Zoning and General Plan Land Use designations. In order to establish the Comprehensive Plan, a PD Zone is necessary, which

per the Zoning Code applies to sites of one (1) acre or larger, suitable for large-scale development, and can be consistent with various residential and commercial land use designations of the General Plan. Further, to maintain consistency, the portion of the site designated Institutional is proposed to be changed to the commercial designation of General Corridor. However, this will not result in a change in the allowable land uses, as this portion of the site will still be utilized for a public parking structure. In addition, the proposed development follows and maintains consistency with the development standards (e.g. height, setbacks, etc.) applicable to the existing zoning designations.

The proposed amendments and development Project will be consistent with site's General Plan Land Use designation of General Corridor, which is intended to allow a range of small to medium-scale commercial uses, with an emphasis on community serving retail. The Land Use Element further indicates commercial designations are established to support desirable existing and future commercial uses, and also to address urban design and revitalization. The proposed development achieves this by creating a well-designed development that augments the emerging commercial district and expanding artisanal food industry in the surrounding area. In addition, the overall development will further Objective 5 of the Land Use Element, which proposes to encourage new business opportunities that expand the City's economic base and serve the needs of the City's residential and business community. The Project will also implement Objective 6, which calls for the revitalization of the physical character and economic well-being of the City's commercial corridors, including the implementation of streetscape improvements. Similarly the Project maintains consistency with the Institutional designation goal of identifying public uses such as public parking facilities. Based on review of the preliminary development plans, the proposed Project is not anticipated to result in any significant impacts on surrounding uses or to be inconsistent with the goals of the General Plan and ensures and maintains internal consistency with the goals, policies, and strategies of all elements of the General Plan and the Zoning Code.

2. The proposed amendment would not be detrimental to the public interest, health, safety, convenience or welfare of the City.

The proposed General Plan Map Amendment and Zoning Code Map Amendment will serve to allow the establishment of a Comprehensive Plan for the proposed development, while maintaining consistency between the zoning and general plan land use designations. The Comprehensive Plan will establish development standards and allowed uses for a multi-site commercial development that is anticipated to serve as an anchor for the ongoing revitalization of the West Washington commercial corridor, encourage new business, and complement existing development in this neighborhood within City. Business and commercial opportunities add to the economic vitality that serves the community and protects the quality of life. The proposed uses focus on specialty and artisanal food retail/restaurant uses desired by the surrounding residential communities and which will support local commercial activity. The Project design will aid in the creation of a pedestrian friendly environment and community gathering spaces. The proposed development and uses are no different than those that would be allowed under the current General Plan Land Use and Zoning designations. The proposed map amendments have been reviewed by

City Departments to ensure compliance with all relevant City standards, codes and policies, and Project conditions of approval and mitigation measures will lessen any potential impacts. Therefore, the proposed map amendments will not be detrimental to the public interest, health, safety, convenience or welfare of the City.

3. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

The proposed Zoning Code Map Amendment and General Plan Map Amendment is in compliance with CEQA as more fully detailed in the Project's environmental documentation, including but not limited to, the Initial Study, Mitigated Negative Declaration and Project traffic study. Potential significant impacts to various environmental factors as reviewed in the Initial Study will be mitigated through various measures identified, including on-site monitoring during construction activities, operational requirements, etc., to address potential impacts related to biological resources, geology, hazardous materials, noise, and public safety. In accordance with CEQA, the environmental documentation was prepared and made available for review, and all potential significant impacts were addressed through mitigations to be a less than significant.

As outlined in CCMC Section 17.620.030.B, the following additional required finding for a Zoning Code Map Amendment is hereby made:

4. The site(s) is physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning designation(s) and anticipated land use development.

The proposed multi-site commercial project consists of a total of 31,782 square feet of commercial floor area for specialty and artisanal food retail/restaurant uses within three (3) buildings, a three-and-a-half-level parking structure and surface parking lot totaling 204 parking stalls, and associated site improvements. The Project Site is comprised of multiple parcels totaling 1.87 acres, located at the northerly intersection of two (2) primary arteries within an urbanized area, and surrounded by other commercial development as well as a residential neighborhood to the north; the site is generally flat in topography. The Project will result in the redevelopment of a vacant site, with uses specified in the proposed Comprehensive Plan, which are consistent with the allowable uses of the current zoning designation. Specifically, the current CG and PPF zoning designations would allow the proposed commercial development and uses (i.e. specialty and artisanal food retail/restaurant uses) as well as public parking. Further the proposed PD zoning designation would not intensify the amount of development nor introduce uses that would not be otherwise permitted by the existing zoning designation. Access (pedestrian and vehicular) is provided from pathways and driveways meeting the minimum Zoning Code standards, from the various public right-of-ways surrounding the site, including Colonial Avenue, Centinela Avenue, public alleys, and Washington Boulevard. Existing utilities will be removed and new utilities will be provided in a manner and location that will accommodate the anticipated land use development. As vacant and flat land, the site is absent of constraints for development. The Project is designed to meet the Zoning Code

development standards (e.g. height, setbacks, etc.), such that it is compatible with surrounding commercial development, and is designed to be sensitive to the surrounding residential neighborhoods. Based on review of the preliminary development plans, the subject site is suitable for the requested zoning designation and anticipated land use development.

Tentative Parcel Map No. 74999

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

A. The proposed division will not be materially detrimental to the public welfare nor injurious to the property or improvements in the immediate vicinity.

The proposed division will consolidate the ten (10) parcels that comprise Site A into two (2), and create an airspace condominium lot on one (1) of those parcels, with the goal of allowing separate ownership of the Project parking structure by the City. Further, the proposed division will not create additional land parcels to be developed separately, and, thus, will not intensify the amount of allowable development. Although, the proposed division will include an alley vacation, the proposed division will create a new alley that will maintain adequate access to surrounding properties. Therefore, the proposed division is not expected to have any detrimental impacts to the public welfare or to property or improvements in the vicinity. The development component of the Project will comply with all applicable provisions of the Zoning Code and is a permitted use in the existing CG Zone and proposed PD Zone.

B. 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 is in compliance with the policies and standards of the City. The Public Works Department has also reviewed the tentative parcel map and determined it will not be contrary to any adopted public improvement plans. There is no overlay or Specific Plan designated for this area, and there are no other known adopted plans with which the proposed subdivision may conflict.

C. 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 subject site is located within the CG Zone, which allows for commercial and mixed-use development. Per CCMC Section 17.220.020, the CG Zone does not require a specified minimum lot dimensions or minimum lot area. Instead, this section indicates the minimum lot area is determined through the subdivision process. The proposed parcel map proposes to consolidate the parcels comprising Site A, rather than creating them, which will result in two (2) parcels that exceed the size of the current parcels.

Further, the proposed airspace condominium will not impact the area and dimensions of the proposed parcels. In addition, review of the tentative parcel map by the Public Works Department has found the map in substantial conformance with the City's requirements.

D. 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.

The overall development site fronts Washington Boulevard, which is the existing one hundred (100) foot wide public right-of-way abutting the southerly (front) property line of the Project Site, and which provides an eighty (80) foot wide vehicular roadway for access to the site and numerous properties along Washington Boulevard. The Project Site is also bordered by Centinela Avenue, which is the ninety (90) foot wide public right-of-way providing north/south circulation. Site A has additional access from Colonial Avenue, which is fifty (50) feet wide and provides approximately thirty (30) feet in width of vehicle roadway, while Site B has a twenty (20) foot wide alley along its easterly boundary. Vehicular access onto the Project Site is provided by means of a various proposed driveways, including a two-way driveway on Colonial Avenue and Centinela Avenue for Site A, and a two-way driveway on Centinela Avenue and the easterly alley for Site B. In addition, separate loading access will be provided by one-way driveways on for Colonial Avenue (ingress) and Centinela Avenue (egress) for Site A. The Project Site provides adequate onsite circulation and parking, in compliance with the Zoning Code and each proposed resulting parcel and airspace lot will have access to an existing dedicated street approved by the City.

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

Following review of the tentative parcel map by the Public Works Department, it has been conditioned that the applicant submit an On-Site Improvement Plan including a Detailed Drainage Plan which shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. Said plan will be required to meet the requirements of this finding. Further, the proposed division will consolidate parcels and create one airspace lot, and is designed such that this requirement is not impeded. The conditions of approval will ensure the proposed project will be in conformance with this required finding prior to any final approval of the proposed division.

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

Located within an existing urbanized commercial corridor, the proposed division is provided access by means of the existing one hundred (100) foot wide public right-of-way of Washington Boulevard, and ninety (90) foot wide public right-of-way of Centinela Avenue. The proposed division involves the consolidation of ten (10) parcels into two (2) and creation of one (1) airspace lot, and will not intensify the amount of development

that would otherwise be allowed on the separate physical land lots. Following Public Works review of the tentative parcel map, it was found that there is no requirement to widen, extend, or open any of the surrounding streets or other right-of-ways. Further, there were no items of potential interference identified between the proposed division and any known street or Master Plan highway.

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

The existing parcels that comprise the Project Site are currently vacant, except for perimeter security fencing, above-ground utilities, and minimal sporadic vegetation. Existing utility easements will be addressed in order to be able to execute the proposed development. Any new required easements will be located in open space areas so as to be suitable for the proposed commercial use and structures. The resulting lot lines for Site A will generally follow the existing perimeter, since the proposed map will consolidate ten (10) parcels into two. The bisecting lot line will be located between the open space and proposed parking structure and will not interfere with any easements.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby (1) recommends to the City Council approval of Comprehensive Plan P2017-0042-CP, General Plan Map Amendment P2017-0042-GPMA, Zoning Code Map Amendment P2017-0042-ZCMA; (2) adopts a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, in accordance with the California Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant adverse environmental impacts; and (3) approves Tentative Parcel Map P2017-0042-TPM; subject to the conditions of approval set forth in Exhibit A and the map illustrating the General Plan Map Amendment and Zoning Code Amendment (Exhibit B), attached hereto and incorporated herein by this reference.

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1 APPROVED and ADOPTED this 25th day of October, 2017.

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4 _____
5 DANA AMY SAYLES – CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:

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10 Susan Yun, Senior Planner
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EXHIBIT A
 RESOLUTION NO. 2017-P016
 Case No. P2017-0042-CP, P2017-0042-GPMA, P2017-0042-ZCMA, P2017-0042-TPM
 12337 – 12423 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on new multi-site 26,835 square foot commercial development, including a market hall and three-and-a-half-level parking structure, (the "Project"), for the property located at 12337-12423 Washington Boulevard (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 17.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Planning	Standard	

EXHIBIT A
 RESOLUTION NO. 2017-P016
 Case No. P2017-0042-CP, P2017-0042-GPMA, P2017-0042-ZCMA, P2017-0042-TPM
 12337 – 12423 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Planning	Standard	
8.	Landscape planters and screening shall be provided on all open façades of the parking structure to the satisfaction of the Community Development Director.	Planning	Special	
9.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading".	Planning	Standard	
10.	The parking structure at Site A shall be constructed with 11 stalls with the infrastructure necessary to allow for future installation of Electrical Vehicle (EV) charging stations, and the surface parking lot at Site B shall be constructed with 2 such stalls.	Planning	Special	
11.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval.	Planning	Standard	
12.	A Master Sign Program (MSP) shall be submitted for the Project, and no signs shall be installed until the MSP is approved and permits are obtained.	Planning	Special	
13.	All proposed equipment (i.e., gas meters, transformers, access ladders, fire standpipes, air conditioning units, vents, utility risers, downspouts, rain gutters, and similar equipment) shall be screened from public view in accordance with CCMC Section 17.300.035(C). The method of screening must be architecturally integrated with the building in terms of materials, color, shape and size.	Planning	Special	
14.	The Project buildings shall be equipped with a seismic shutoff valve at all gas connections.	Planning	Special	

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GENERAL				
15.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
16.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways), and other work requiring the review, approval, and permitting from the Engineering Division, shall be designed and completed to the satisfaction of the City Engineer.	Public Works	Standard	
17.	Street trees shall be installed, to the satisfaction of the City Engineer, in conformity with the City's approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan.	Public Works	Standard	
18.	The sidewalks surrounding the project shall be enhanced with streetscape improvements and landscaping pursuant to the City's standards for benches, street trees and in ground planters pursuant to City streetscape plans approved by the Public Works and Community Development Director. The Project applicant/owner or their successors shall maintain all landscaping in the public right-of-way in perpetuity. The new street trees installed by the Project applicant/owner shall be guaranteed for a one-year period starting after the City accepts all work completed in the public right-of-way.	CDD/ Planning/ Public Works	Special	

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GENERAL				
19.	Drainage devices, concrete curbs and gutters, sidewalks, drive approaches, and roadway pavement shall be designed in conformity with all provisions of the latest edition of the American Public Works Association Standard Plans ("APWA Standards").	Public Works	Standard	
20.	At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards.	Public Works	Standard	
21.	The Applicant shall replace all curb, gutter, and sidewalk along the project's frontage and shall comply with APWA standards.	Public Works	Special	
22.	The proposed drive approaches on Washington Boulevard and Centinela Avenue shall be of a high speed design.	Public Works	Special	
23.	Ingress and egress from the proposed drive approach to Site B on Centinela Avenue shall be right in and right out only.	Public Works	Special	
24.	The Project shall provide the required improvements to only allow northbound right turn traffic along Colonial Avenue from just south of the Project driveway and westbound left-turn traffic out of the project driveway. The project shall be responsible for the preparation of design plans and to implement the construction of the required improvements to the satisfaction of the City Engineer. No parking spaces will be removed along Colonial Avenue to implement the improvements. The Project shall conduct a traffic study no later than six months "after" 85 percent project occupancy to determine if Option #3 is effective in preventing Project traffic to and from the residential neighborhood along Colonial Avenue.	Public Works	Special	

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GENERAL				
	The Project shall obtain before and after-Project traffic counts, speed checks and parking occupancy data to determine the effectiveness of the no-right-turn restriction. If the City Engineer determines that additional measures are necessary to prevent Project traffic from turning right onto Colonial Avenue towards the residential neighborhood, the Project shall be responsible for the design and implementation of those measures.			
25.	Red curb shall be painted along the Project's frontage with Colonial Avenue, and along Site B's frontage with Washington Boulevard and Centinela Avenue, so as to prohibit parking along these street segments.	Public Works	Special	
26.	The Project shall prepare striping plans and implement the restriping of Washington Boulevard to provide a two-way left-turn lane between Colonial Avenue and Chase Avenue.	Public Works	Special	
27.	The Project shall be responsible for the preparation of striping plans and the restriping of Centinela Avenue from the Project's main driveway to Washington Boulevard.	Public Works	Special	
28.	Applicant shall repave the following areas as noted and to the satisfaction of the City: a. Centinela Avenue: Two-inch asphalt grind and overlay the entire width along the project's frontage. b. Washington Boulevard: With concrete, fronting Site B, from the curb face to twelve (12) feet beyond the curb face. With concrete, fronting Site A, from the curb face to twenty-one (21) feet beyond the curb face. c. Colonial Avenue: With concrete for the entire width fronting the project.	Public Works	Special	

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GENERAL				
29.	Applicant shall pave the existing and proposed alley from the project site to up to twenty (25) feet north of the project site. Paving section shall be per geotechnical engineer's recommendations.	Public Works	Special	
30.	The Applicant shall be required to enter into a license agreement with the City in order to allow construction in the existing alley while the Final Map is being recorded.	Public Works	Special	
31.	The Applicant shall be responsible for processing any alley and street dedications and vacations required for the Project.	Public Works	Special	
32.	A fourteen (14) foot wide street dedication shall be provided along Washington Boulevard and a twelve (12) foot wide dedication along Centinela Avenue for the entire frontage of the parcel located at the northeast corner of Washington Boulevard and Centinela Avenue. This dedication shall be executed by the applicant/developer prior to the approval of the off-site improvement plans.	Public Works	Special	
33.	The existing street lights along the project's frontage shall be upgraded to low voltage induction. This work may include, but not be limited to, new conduits, wiring, pull boxes, lenses, pole standards and a meter service enclosure. The remaining street lights on the high voltage circuit shall remain in service at all times.	Public Works	Special	
34.	Applicant shall place new street name signs for Kenyon Avenue and Colonial Avenue. Signs shall be retroreflective. Capital letters shall be twelve (12) inches tall and lower case letters shall be nine (9) inches tall.	Public Works	Special	
35.	All concrete used in the public right-of-way shall have a minimum strength of 3250 psi.	Public Works	Special	

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GENERAL				
36.	Existing conflicting striping shall be removed via wet sandblasting. All striping shall be thermoplastic.	Public Works	Special	
37.	Secure bicycle parking shall be provided to accommodate a minimum of fifteen (15) bicycles, to meet the bicycle parking requirements for the project. The bicycle parking shall be provided as follows: Site A: Four (4) long-term parking spaces and seven (7) short-term parking spaces. Site B: Two (2) long-term parking spaces and two (2) short-term parking spaces. The long-term spaces shall be provided in individual bike lockers or bike racks in a secure locking enclosure, and shall be located so they are protected from the weather, easily accessed, and if located within the parking structure, visible to from the adjacent parking area in order to promote usage and enhance security. The short-term spaces shall be provided on the project site (A&B), using five (5) City approved "Inverted - U" Bicycle Racks. The short-term bicycle parking spaces shall be provided within fifty (50) feet walking distance of the main pedestrian entrances to the building lobby, and the commercial tenant spaces in the building. Bicycle parking location, layout and equipment shall comply with the City's approved Bicycle and Pedestrian Master Plan Design Guide, and the development plans shall provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking areas. Bicycle parking shall be installed only on all-weather surfaces.	Public Works	Special	

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GENERAL				
38.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – “Solid Waste Management”, which outlines the Sanitation Division’s exclusive franchise for this service.	Public Works	Standard	
39.	The Project shall provide adequate trash and recycling capacity and shall comply with Assembly Bill 939, 1826, and 341 waste diversion goals.	Public Works	Special	
40.	The Project shall provide trash enclosure(s)/ trash room(s). The standard minimum inside dimensions bin enclosure/trash room for two bins is ten (10) feet (depth) by twelve (12) feet (width) and shall be increased to an additional forty (40) square feet for each additional bin required with minimum inside depth of ten (10) feet shall be maintained. Size of trash enclosure(s)/trash room(s) and number of bins shall be based on the projects’ approved Trash/Recycling Management Plan. The trash enclosure/room shall be constructed with 6”X6” concrete curb around the inside perimeter, eight (8) foot concrete loading pad, at least six (6) inches thick, in front of the proposed trash enclosure/trash room, ten (10) foot minimum clear opening with gates for bin access, separate pedestrian access door for tenant use, and a minimum of a one (1) percent grade to facilitate drainage. Additional grade may be necessary to include a floor drain that leads to the sewer for maintenance purposes. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City’s Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the	Public Works/ Fire/ Planning	Special	

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GENERAL				
	Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures			
41.	The Project shall meet at the minimum, all provisions of Culver City Municipal Code Section 7.05.015 -"Transportation Demand and Trip Reduction Measures". The applicant shall indicate compliance with all CCMC Section 7.05.015 Transportation Demand and Trip Reduction Measures on the Building Permit Plans to be submitted for review and approval by Transportation Department.	Trans.	Standard	
42.	The Project will be required to upgrade the three (3) existing bus stops in front of the Project to each include new bus shelter, four-seat bench, trash receptacle, bus stop sign/sign post, twelve (12) foot wide concrete bus pad (same lengths as the bus stop zones), red curbs (same lengths as the bus stop zones) real-time bus arrival information displays and widen the sidewalk to a minimum of ten (10) feet. The bus stop furniture shall be located to the back of sidewalk adjacent to the property to accommodate pedestrian clearance and comply with ADA accessibility and bus stop requirements. The sidewalk in the bus stop zone forty-five (45) feet from the edge of the crosswalk or end of curb radius (whichever is further from the intersection) shall be clear of obstructions to accommodate the bus door zones, bus stop furniture, and ADA circulation requirements. The final location, layout and bus stop amenities shall be approved by Transportation Department. a. The Washington/Centinela westbound bus stop shall be relocated to the farside location (Washington Boulevard west of Centinela). There should be a ninety-five (95) foot minimum bus stop zone starting from the edge of crosswalk or end of curb	Trans.	Special	

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GENERAL				
	radius, whichever is further from the intersection. b. The Washington/Centinela westbound bus stop shall be relocated to the farside location (Washington Boulevard west of Centinela). There should be a ninety-five (95) foot minimum bus stop zone starting from the edge of crosswalk or end of curb radius, whichever is further from the intersection c. The Washington/Centinela westbound bus stop shall be relocated to the farside location (Washington Boulevard west of Centinela). There should be a 95' minimum bus stop zone starting from the edge of crosswalk or end of curb radius, whichever is further from the intersection The applicant shall provide site plan drawings showing the sidewalk dimensions and proposed sidewalk features such as tree wells, utilities, and furniture, and layout of bus stop amenities (concrete bus pads and bus stop furniture) and other required bus-related improvements, and shall be designed and installed to the satisfaction of the Transportation Department.			
43.	All buildings and structures to be constructed as part of the Project shall be designed and constructed in accordance with all applicable regulations and standards of the City's Building Code, Fire Code and any related codes as determined by the Building Official and Fire Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
44.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	

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GENERAL				
45.	The Project shall comply with all applicable requirement of the Culver City Mandatory Green Building Program as set forth in CCMC Section 15.02.1100, et. seq., as a Category 2 project, and shall be subject to the CalGreen commercial mandatory measures; a Culver City CalGreen checklist shall be provided on the construction permit drawings.	Building	Standard	
46.	The Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq. The Project shall install 1 kw of solar photovoltaic power per 10,000 square feet of gross building area, excluding parking areas.	Building	Standard	
47.	Tempered or laminated glazing shall be specified at all hazardous locations.	Building	Special	
48.	All exit signage and emergency egress lighting shall have individual battery back-up and/ or be self-powered in addition to any emergency generator power (if applicable).	Building	Special	
49.	Life safety plan and exiting analysis of all levels, including all types of construction, occupancy classifications, occupant loads, exit capacities, exit paths, travel distances, etc., and indicating adequate exit capacity and distances, shall be provided.	Building	Special	
50.	The Project and building permit plans shall provide the following:) A minimum two (2) hour rated separation between parking structure and retail spaces.) A minimum two (2) hour rating between garage, loading, any other vehicular areas, and all other areas including tenant and storage areas; and between loading and the northwest stair, and around the north small office. Any	Building	Special	

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	penetrations through 2 hour garage separations shall be a minimum 2 hour rated.) A minimum two (2) hour rating from the parking area to the dining terrace. The floor structure of the parking area over the tenant area on the ground floor shall be a minimum two (2) hour rated.) A minimum of two (2) continuous means of egress from parking level to ground level. Horizontal changes in the path of egress are not acceptable. Egress stairs from the parking garage may be open and unrated to the exterior, but must be minimum two (2) hour rated to any occupiable area.			
51.	All shafts in general shall be a minimum two (2) hour rated.	Building	Special	
52.	The Project shall provide an area for vertical exhaust of commercial kitchen exhaust ducts. Exhaust duct chases at the second and third parking levels shall be a minimum two (2) hour enclosed. Any commercial kitchen exhaust hood ducts shall be vertical or maximum 45 degrees to vertical, unless prior approval from Building Safety and Fire Prevention.	Building	Special	
53.	All roofing shall be a minimum class A.	Building	Special	
54.	All storage, electrical, service, or trash rooms shall be a minimum one (1) hour rated to all other areas.	Building	Special	
55.	All exterior construction and exterior finishes on the buildings shall be 100% non-combustible. The UL details for all floor, wall, ceiling, etc. ratings and all proposed rated penetration details shall be provided.	Building	Special	
56.	An Automatic Fire Sprinkler System is required per CCMC 9.02. Provide an NFPA 13 compliant	Fire	Special	

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GENERAL				
	fire sprinkler system throughout all portions of the building to include all void spaces, common rooms, service rooms, offices and parking area.			
57.	The Project shall be equipped with a fire alarm system and an offsite reporting system, which may include a full coverage manual and automatic (smoke and heat detection) fire alarm system with strobes/mini-horns, and a water flow bell on exterior of building to meet NFPA 72 Chapter 4 and CFC 2016 Chapter 9.	Fire	Special	
58.	Fire alarm annunciator and building map shall be located in the lobby.	Fire	Special	
59.	A KNOX Box shall be provided for the building and KNOX key switches shall open all security gates and driveway and access gates.	Fire	Special	
60.	An address that is viewable and legible from the public way shall be provided on the building.	Fire	Special	
61.	The Project shall be equipped with 2A10BC fire extinguishers, and the applicant/developer shall coordinate a project walk with Fire Marshal.	Fire	Special	
62.	Duct smoke detectors shall meet installation requirements of the CCFD regulations and provide supervisory alarms only (duct detectors are not required by CCFD or CA Mechanical Code where a full coverage automatic smoke detection system is installed).	Fire	Special	
63.	The Project shall be provided with a Fire Department Connection and Double Detector Check Assembly per Fire Marshal requirements, and in compliance with Planning Division screening requirements.	Fire	Special	
64.	All parapets over five feet shall have catwalks contact Fire Marshal for requirements and approval.	Fire	Special	

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GENERAL				
65.	All fascia and tops of exterior walls and parapets shall be constructed of hard materials (no foam or soft materials). Contact Fire Marshal for specific requirements.	Fire	Special	
66.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	

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67.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, acknowledging and agreeing to comply with all terms and conditions established herein, shall be signed by the Property Owner and recorded in the County Recorder’s Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder’s number and date shall be provided to the Planning Division.	Planning/ City Attorney	Standard	
68.	The Applicant and Property Owner shall indemnify and agree to defend (at the Applicant’s and Property Owner’s sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys’ fees and judgments, arising from or in any manner connected to any third party challenge to the City’s approval of the Project. The obligations required by this Condition shall be set forth in a written instrument in form and	City Attorney	Standard	

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	substance acceptable to the City Attorney and signed by the Applicant and the Property Owner.			
69.	Prior to the issuance of any demolition, grading, excavation and/or building permit, the applicant shall have executed a Disposition and Development Agreement (DDA) with the City.	CDD	Special	
70.	A minimum of three sets of final landscaping and irrigation plans (separate from the plans submitted for the building permit) shall be submitted to the Planning Division for review and approval.	Planning/ Parks & Rec.	Standard	
71.	The final landscape plans shall show proposed plantings, in the rear/northerly planters of the parking structure and along the perimeter of Site B, of a species with sufficient height and density so as to provide a visual buffer from the residential neighborhood north of the Project site.	Planning	Special	
72.	A minimum of four (4) sets of lighting plans shall be submitted identifying the location of all light fixtures and foot candle levels throughout the site, including the roof level, as well as photometric illustrations, lighting fixture details, and any additional information deemed necessary to show there is no spill-over from proposed lighting fixtures, for review and approval by the Planning Manager and applicable City staff. All exterior lighting shall be energy efficient, architecturally integrated and compatible with the building design, and installed such that lighting is directed onto the subject site and does not impact abutting uses. Proposed lighting at the parking structure shall be low-profile and any proposed light poles shall be maintained at a low height as determined by the City. Timers shall be used to turn of lights during hours when lighting is not needed.	Planning	Special	

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73.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	
74.	This project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of building permits or any construction permits issued by the Engineering Division.	Public Works	Special	
75.	The Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the on-site improvement and off-site improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges.	Public Works	Special	
76.	A Construction Management Plan prepared by the construction contractor, which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, shall be submitted to and approved by the Building Official. Prior to commencement of work the construction contractor shall advise the Public Works Inspector and the Building Inspector ("Inspectors") of the construction schedule and shall meet with the Inspectors. The plan shall be included in the overall building permit drawings.	Building/ Public Works	Standard	
77.	A Pedestrian Protection Plan shall be submitted to and approved by the Building Official. Such plan shall identify all areas of pedestrian protection and indicate the method of pedestrian protection or pedestrian diversion when required. When pedestrian diversion is required, the Pedestrian Protection Plan must also be approved by the Public Works Director.	Building/ Public Works	Standard	
78.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm	Building	Standard	

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	proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work or otherwise.			
79.	A Project Specific Geotechnical Engineering Investigation, subject to review and approval by the Culver City Building Safety Division, shall be prepared by a qualified Professional Geotechnical Engineer. The investigation shall include site-specific structural and seismic design parameters and recommendations for foundations, retaining walls/shoring, and excavation, which shall be implemented accordingly.	Building	Mitigation Measure GEO-1	
80.	During construction grading activities, if localized areas of petroleum impacts soils are encountered, these soils shall be isolated, sampled, and handled as per current regulatory guidelines.	Building/ Fire/ Planning	Mitigation Measure HAZ-1	
81.	Construction Management Plan/Construction Traffic Management Plan – A Final Construction Management Plan and a Final Construction Traffic Management Plan shall be developed by the Project contractor in consultation with the Project's traffic and/or civil engineer and approved by Culver City's Building Official, Engineer and/or Planning Manager, as applicable, prior to issuance of any Project demolition, grading or excavation permit. The Final Plans shall also be reviewed and approved by Culver City's Fire and Police Departments. The Culver City's Building Official, Engineer and/or Planning Manager, as applicable reserve	Public Works/ Planning/ Fire/ Police	Mitigation Measure PS-1	

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	the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. Prior to commencement of construction, the contractor shall advise the Public Works Inspector and Building Inspector (“Inspectors”) of the construction schedule and shall meet with the Inspectors. Also, biweekly construction management meeting with City Staff and other surrounding developments that will potential be under construction at around the same time as the Project, shall be required, as determined appropriate by City Staff, to ensure any concurrent projects are managed in collaboration with one another. The Plans all together shall, at minimum, identify the following to the satisfaction of the City:) The name and telephone number of a contact person who can be reached 24 hours a day, regarding construction traffic complaints or emergency situations.) An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the site, and maps showing access to and within the site and to adjacent properties.) Procedures for the training and certification of the flag persons.) The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and			

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	staging or queuing areas.) The location and travel routes of off-site staging and parking locations.) The location of temporary power, portable toilet(s), and refuse and materials storage locations.) The timing and duration of all street and/or lane closures, and shall be made available to the City in digital format for posting on the City's website and electronic distribution on the City's "Gov Delivery" system. The Plans shall be updated weekly during the duration of Project construction, as determined necessary by the City.) Prior to approval of the Plan(s), the applicant shall conduct one (1) Community Meeting pursuant to the notification requirements of the City's Community Meeting guidelines, to discuss and provide the following information to the surrounding community: 1. Construction schedule and hours. 2. Framework for construction phases. 3. Identify traffic diversion plan by phase and activity. (The Traffic Control Plan will be submitted for review and approval by the City for each phase). 4. Potential location of construction parking and office trailers. 5. Truck hauling routes and material deliveries (i.e. identify the potential routes and restrictions. Discuss the types and number of trucks anticipated and for which construction activity). 6. Emergency access plan. 7. Demolition plan. 8. Staging plan for the concrete pours, material loading and removal.			

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	9. Crane locations. 10. Accessible applicant and contractor contacts during construction activity and during off-hours (relevant email address and phone numbers).			
82.	Two (2) sets of on-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting. Among other things, the on-site improvement plans shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only.	Public Works	Special	
83.	Three (3) sets of off-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting for all proposed improvements within the public right-of-way. Separate plans for street improvements, street light improvements, and sewer improvements shall be prepared. The off-site improvement plans shall be prepared at a scale no larger than 1"=20'. Landscape plans for the public parkway area and storm drain plans for the relocation of existing catch basins shall be included in the street improvement plans.	Public Works	Special	
84.	Concurrent with the submittal of the on-site improvement plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit	Public Works	Special	

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	No. CAS614001 (Order No. 01-182). The SUSMP shall provide Best Management Practices (BMP's) that adequately address the pollutants generated during the post-construction stage and shall be designed for filtration, infiltration and retention for the first 1.1 inches of rainfall. The site improvement plans shall note the contractor shall comply with the "California Stormwater Best Management Practice Handbooks". The On Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP. Said SUSMP shall be used to guide the "Conceptual – Not For Construction" Post Development Hydrology / SUSMP Map. The approval of the SUSMP is required prior to issuance of the building permit. The SUSMP shall cover the new building and parking lot.			
85.	Concurrent with the submittal of the on-site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The Storm	Public Works	Special	

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	Water Pollution Prevention Plan shall be submitted to the Engineering Division prior to any permit issuance. The Site Improvement Plans shall not be accepted for review unless the LSWPPP is included in the submittal package, including the plan check fee associated with the LSWPPP.			
86.	Concurrent with submitting any application for Building Permit for any work involving vehicle parking, the Applicant shall provide detailed design and location information on the bicycle parking for the project to the Culver City Public Works Department. The development plans submitted for Building Permit shall provide detailed information necessary to ensure compliance with these Conditions, including information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, the widths of maneuvering areas and clearances.	Public Works	Special	
87.	Prior to issuance of any Public Works Department/Engineering Division Permit for the Project, the developer shall obtain a determination from the Public Works Department staff that the final bicycle parking layout is in compliance with these bicycle parking requirements.	Public Works	Special	
88.	Prior to issuance of any Public Works Department/Engineering Division Permit for offsite improvements, the developer shall submit, for review and approval of the City Engineer or his designee, a bicycle handling plan for the work zone in the public right-of-way and detailing the type and content of bicycle related construction warning signage and location. The bicycling handling plan may be incorporated into a traffic handling plan submitted for the same work zone.	Public Works	Special	

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89.	Reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a demolition permit. The Plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials.	Building	Standard	
90.	A vector/pest control abatement plan prepared by a pest control specialist licensed or certified by the State of California shall be submitted for review and approval by the Planning Manager and the Building Official. Said plan shall outline all steps to be taken prior to the commencement of any demolition or construction activity in order to ensure that any and all pests (including, but not limited to, rodents, bees, ants and mosquitoes) that may populate the Property do not relocate to or impact adjoining properties.	Building/ Planning	Standard	
91.	The applicant shall be responsible for the implementation of mitigation to reduce impacts to migratory and/or nesting bird species to below a level of significance through the following ways. Vegetation removal activities shall be scheduled outside the nesting season which runs from February 15 to August 31 to avoid potential impacts to nesting birds. This would ensure that no active nests are disturbed. If vegetation and landscape removal is scheduled to occur during the general avian breeding season (February 15 through August 31) and/or commencement of construction activities (including but not limited to, staging, ground disturbance, grading, or construction activity) is proposed to begin during said season, and avoidance of said season is not avoidable,	Planning	Mitigation Measure BIO-1	

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	then the following measures shall be implemented to avoid take of birds or their eggs. a. Preconstruction Nesting Bird Survey. Beginning thirty days prior to the initiation of project activities (including, staging, grading, vegetation removal, grubbing, etc.), a qualified biologist with experience in conducting breeding bird surveys shall conduct weekly bird surveys to detect protected native birds occurring in suitable nesting habitat that is to be disturbed and any other such habitat within 300 feet of the disturbance area (within 500 feet for raptors). The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days (72 hours) prior to the initiation of project activities. The survey shall be conducted to ensure that impacts to birds, including raptors, protected by the MBTA and/or the California Fish and Game Code are avoided. b. Presence of Birds and Active Nests. If a protected native bird and/or nest is found, the applicant shall delay all project activities within 300 feet of on- and off-site suitable nesting habitat (within 500 feet for suitable raptor nesting habitat) If an active nest is located, project activities within 300 feet of the nest (within 500 feet for raptor nests) or larger buffer as determined by a qualified biological monitor, must be postponed until the nest is vacated and juveniles have fledged and there is no evidence of a second attempt at nesting. An active nest is defined as a structure or site under construction or preparation, constructed or prepared, or being used by a bird for the purpose of incubating eggs or rearing young. Flagging, stakes, and/or construction fencing should be used to demarcate the inside boundary of the buffer			

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	of 300 feet (or 500 feet) between the project activities and the nest, until the nest is determined to no longer be active by a qualified biologist (i.e., young have fledged or no longer alive within the nest). If the biological monitor determines that a narrower buffer between the project activities and observed active nests is warranted, he/she should submit a written explanation as to why (e.g., species-specific information; ambient conditions and birds' habituation to them; and the terrain, vegetation, and birds' lines of sight between the project activities and the nest and foraging areas) to the Culver City Planning Division and, upon request, the Department. Based on the submitted information, the Culver City Planning Division (and the Department of Fish and Game, if the Department requests) will determine whether to allow a narrower buffer. c. Biological Monitoring. Project personnel, including all contractors working on site, shall be informed of the active nest(s) and the avoidance requirement(s). A biological monitor shall review the site, at a minimum of one-week intervals, during all construction activities occurring near active nests to ensure that no inadvertent impacts to active nests occur. The project applicant shall provide the Culver City Planning Division the pre-construction nesting bird surveys, construction monitoring reports, and results of the recommended protective measures described above upon completion of each, to document compliance with applicable State and Federal laws pertaining to the protection of native birds.			
92.	Prior to issuance of demolition permit, the applicant shall retain a qualified Archaeologist	Building/ Public	Special	

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	who meets the Secretary of the Interior's Professional Qualifications Standards (Qualified Archaeologist) to oversee an archaeological monitor who shall be present during construction excavations such as demolition, clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the project. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (younger alluvium vs. older alluvium), and the depth of excavation, and if found, the abundance and type of archaeological resources encountered, as determined by the Qualified Archaeologist). Fulltime field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Qualified Archaeologist. Prior to commencement of excavation activities, an Archaeological and Cultural Resources Sensitivity Training shall be given for construction personnel. The training session, shall be carried out by the Qualified Archaeologist and Gabrieleno Tribe and shall focus on how to identify archaeological and cultural resources that may be encountered during earthmoving activities and the procedures to be followed in such an event.	Works/ Planning		
93.	Prior to issuance of demolition permit, the applicant shall retain a Native American tribal monitor from a Gabrieleno Tribe who shall be present during construction excavations such as clearing/grubbing, grading, trenching, or any other construction excavation activity associated with the project. The frequency of monitoring shall take into account the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils and older versus younger soils), and the depth of	Building/ Public Works/ Planning	Special	

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	excavation, and if found, the abundance and type of prehistoric archaeological resources encountered. Full-time field observation can be reduced to part-time inspections or ceased entirely if determined appropriate by the Gabrieleno Tribe.			
94.	Prior to the release of the grading bond, the Qualified Archaeologist shall prepare a final report and appropriate California Department of Parks and Recreation Site Forms at the conclusion of archaeological monitoring. The report shall include a description of resources unearthed, if any, treatment of the resources, results of the artifact processing, analysis, and research, and evaluation of the resources with respect to the California Register of Historical Resources and CEQA. The report and the Site Forms shall be submitted by the applicant to the City, the South Central Coastal Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.	Building/ Public Works/ Planning	Special	
95.	Prior to issuance of a building permit, notice of the Project construction schedule shall be provided to all abutting property owners and occupants. Evidence of such notification shall be provided to the Building Division. The notice shall identify the commencement date and proposed timing for all construction phases (demolition, grading, excavation/shoring, foundation, rough frame, plumbing, roofing, mechanical and electrical, and exterior finish).	Building	Standard	
96.	A project pre-construction coordination meeting shall be held at City Hall prior to the issuance of the building permit; the project on-site field superintendent shall be required to attend.	Building	Special	

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97.	During all phases of construction, two (2) large “Construction Rules Signs” that include contact names, address, and telephone numbers of the Applicant, Property Owner, construction contractor(s) and superintendent, and the City, the allowed construction hours, and the minimum safety gear to be worn by all onsite personnel, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
98.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
99.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
100.	The Building Division may apply administrative assessments and/or post general stop work notices for any violations of the Conditions of Approval for the Project, and any violations of the CCMC.	Building	Standard	
101.	During all phases of construction, all construction workers, contractors and others involved with the Project shall park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
102.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.	Building/ Planning	Standard	

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103.	Prior to the commencement of any excavation, a temporary decorative construction screen fence shall be installed around the site for the duration of construction. The height and fence material is subject to approval by the City Engineer and the Community Development Director.	Building/ Planning/ Public Works	Standard	
104.	Construction activities occurring as part of the project shall be subject to the limitations and requirements of Section 9.07.035 of the City's Municipal Code. Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 6:00 PM Saturday and no construction shall be allowed on Sunday and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard/ Mitigation Measure NOISE-1	
105.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property. The Building and Safety Division may require changes to staging areas, and/or may withdraw approval of staging areas as deemed necessary during construction.	Building/ Public Works	Standard	
106.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment, fixed or mobile, shall be operated without properly operating and maintained exhaust mufflers, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers	Building/ Public Works/ Planning	Standard/ Mitigation Measure NOISE-2	

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	and noise shrouds) that are no less effective than those provided on the original equipment, consistent with manufacturer's standards; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.			
107.	Construction staging areas shall be located away from off-site sensitive uses during the later phases of project development. Whenever feasible, the project contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site. The construction contractor will use light construction equipment (e.g. small bulldozers and trucks) within 15 feet from the north construction boundary at both Sites A and B.	Building/ Public Works/ Planning	Mitigation Measure NOISE-3 NOISE-4 NOISE-7	

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108.	In the event that historic or prehistoric archaeological resources (e.g., bottles, foundations, refuse dumps, Native American artifacts or features, etc.) are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. An appropriate buffer area shall be established by the Qualified Archaeologist around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by the Qualified Archaeologist and the Gabrieleno Tribe. If the resources are Native American in origin, the Gabrieleno Tribe shall consult with the City and Qualified Archaeologist regarding the treatment and curation of any prehistoric archaeological resources. If a resource is determined by the Qualified Archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to Public Resources Code Section 21083.2(g), the Qualified Archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. The treatment plan shall incorporate the Gabrieleno Tribe’s treatment and curation recommendations. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis.	Building/ Public Works/ Planning	Special	

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	The treatment plan shall include measures regarding the curation of the recovered resources that may include curation at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material and/or the Gabrieleno Tribe. If no institution or the Gabrieleno Tribe accept the resources, they may be donated to a local school or historical society in the area for educational purposes			
109.	If human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally	Building/ Public Works/ Planning	Special	

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	accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this mitigation measure, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.			
110.	In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC.	Building/ Planning	Standard	
111.	Flag persons with certified training shall be provided for work site traffic control to minimize	Building/ Public	Standard	

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	impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property and/or during any activity which might impact vehicles or pedestrians.	Works		
112.	During construction, trucks and other vehicles in loading and unloading queues must be parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.	Building	Standard	
113.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent properties. Off-site staging shall be at locations approved by the City Engineer and shall be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the Property. Construction-related vehicles shall not be permitted to park on public streets.	Building/ Public Works	Standard	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
114.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on March 30, 2017 and subsequent correspondence as part of the Project Review Committee review on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	

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115.	Mechanical ventilation such as air conditioning systems are required for on-site buildings along Centinela Avenue for Site A and on-site buildings along Washington Boulevard and Centinela Avenue for Site B so windows and doors can be closed for a prolong period of time to maintain the City's interior noise standard of 55 dBA CNEL for commercial, retail, and restaurant uses.	Building/ Public Works/ Planning	Mitigation Measure NOISE-5	
116.	Construction of an eight (8) foot high perimeter wall along the north side of Site B adjacent to residences.	Building/ Public Works/ Planning	Mitigation Measure NOISE-6	
117.	The Project shall implement the following additional mobility measures:) Implementation of designated short-term parking/loading spaces for ride-hailing and ridesharing services vehicles) Participation in future bike share and valet program) Automated Traffic Surveillance and Control (ATSAC) and Active Transportation Funding) Transportation Demand Management measures for employees including area commuter van pooling and car sharing	CDD/ Planning	Special	
118.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, acknowledging the parking structure on Site A provides off-site parking for the development and uses on Site B, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.	Planning	Special	

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119.	The applicant shall complete a certificate of compliance, or other process determined by the City, to consolidate the two parcels comprising Site B.	Public Works/ Planning	Special	
120.	All bicycle parking required above, shall be installed, maintained and managed by the developer or their successors, and approved by the Public Works Director or their designee, prior to issuance of any Certificate of Occupancy. All required bicycle parking shall be provided free to any building occupants, tenants, employees, and/or visitors.	Public Works	Special	
121.	All public improvements shall be completed and accepted by the City prior to the issuance of a Certificate of Occupancy or the subdivider shall post an acceptable form of security.	Public Works	Special	
122.	Prior to the release of any Certificate of Occupancy, the Applicant, or property owner, shall be required to establish a letter of credit or other financial instrument acceptable to the City Attorney for \$100,000 to cover the potential cost of traffic modifications for Option 3 implementation, including the “after” occupancy traffic study and resulting measures. The letter of credit shall remain in place for three years after the final CO was issued, after which time the balance will be returned to the Applicant or property owner	Public Works	Special	
123.	All requirements of the City’s Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the public art in-lieu fee, the same shall be paid prior to the issuance of a building permit.	Cultural Affairs	Standard	
124.	All onsite and offsite improvements and all conditions of approval except those which are	All	Standard	

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	deferred pursuant to a bond or letter of credit if required and as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.			

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ON-GOING				
125.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on October 25, 2017, excepted as modified by these Conditions of Approval.	Planning	Standard	
126.	Pursuant to CCMC Section 17.650.020 - "Inspection", the Property Owner and Applicant shall allow authorized City officials, or their designees, access to the Property where there is reasonable cause to believe the Property is not in compliance with these Conditions of Approval or other requirements of the CCMC.	All	Standard	
127.	The use and development of the Property shall comply with these Conditions of Approval and all	All	Standard	

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ON-GOING				
	applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. Failure to comply with said Conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem reasonable and appropriate to bring about compliance.			
128.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
129.	The Property Owner shall maintain all on-site trees and street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
130.	The Project shall conduct a traffic study no later six months "after" 85 percent project occupancy to determine the amount of left-turn traffic at the main driveway along Centinela Avenue, the amount of eastbound traffic on Washington Boulevard left turning into Colonial Avenue, the amount of southbound traffic left turning out of Colonial Avenue onto Washington Boulevard, and the amount of westbound traffic on Washington Boulevard left turning onto Chase Avenue. The intent of the "after" study would be to ensure safe operations at these locations. The "after" study shall include traffic counts, accident data and observations of traffic during peak times of the day to determine the potential conflict due to these turning movements. Any of	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
	these movements may be restricted in the future during peak times based on the findings of the "after" traffic study and the City Engineer's determination. If the City Engineer determines that any additional traffic control measures are necessary as a result of the Project's traffic, the Project shall be responsible for the design and implementation of those measures.			
131.	Upon completion of the required "after" traffic study, and in the event that said study identifies a parking impact in the surrounding residential neighborhood, the applicant shall work with the Public Works Department to determine whether more restrictive on-street parking requirements can be established, or if additional streets must be included in the parking district, and shall provide funding to pay for two (2) parking permits per dwelling unit in said parking district for one year as required.	CDD/ Planning	Special	
132.	The Project shall participate in Metro TAP card program for employees, and the applicant/developer shall implement a Metro TAP card subsidy program whereby the Developer will provide up to thirty-five (35) tenant employees (approximately 60% of the Project workforce) Metro TAP cards for one (1) year following the opening of the Project.	CDD/ Planning	Special	
133.	No part of the Project, commercial or parking component, shall be in operation between the hours of 1:00 am and 6:00 am.	CDD/ Planning	Special	
134.	All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein.	Planning	Standard	

EXHIBIT B
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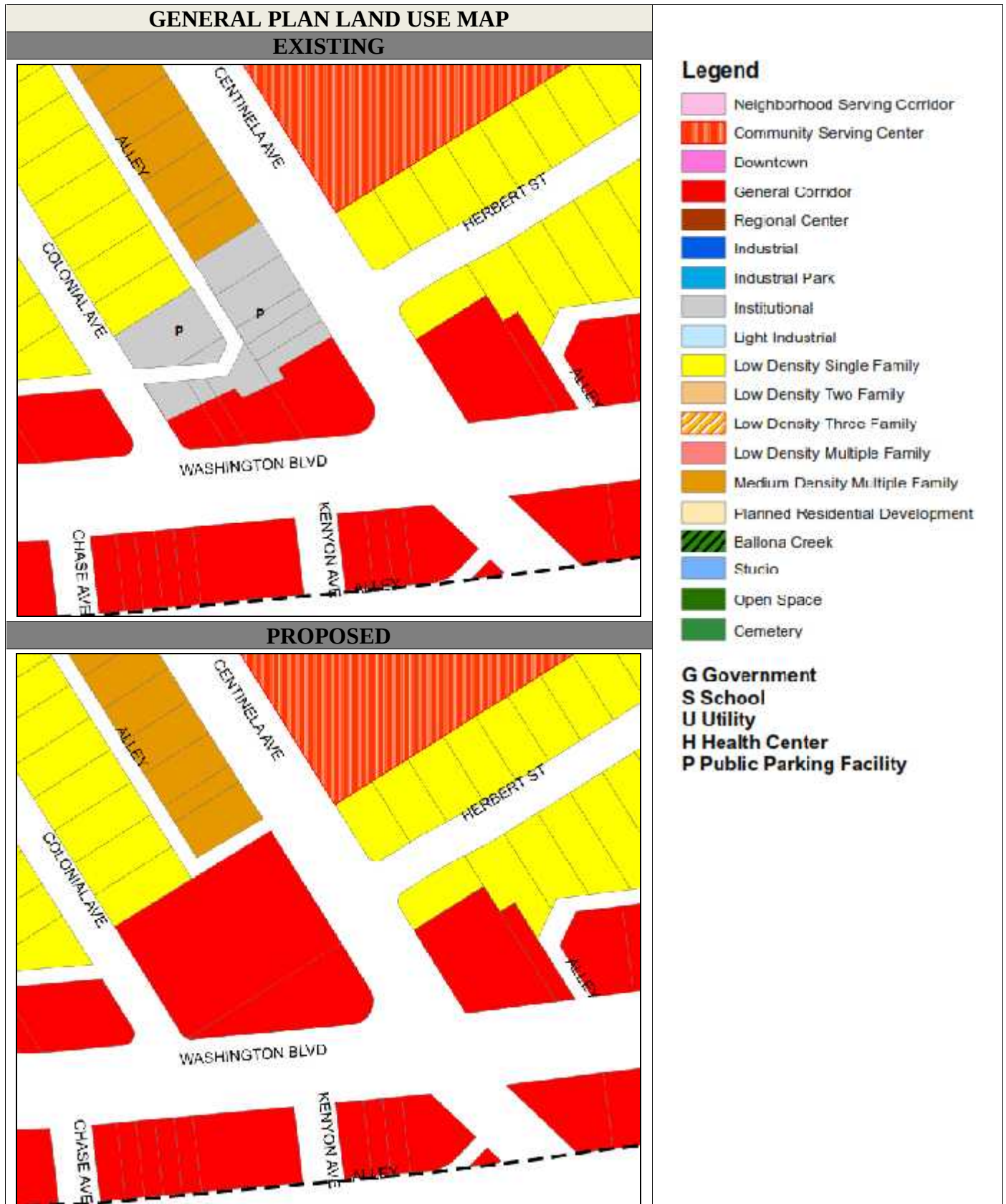


EXHIBIT B
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