

ATTACHMENT NO. 3

RESOLUTION NO. 2015-P009

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, SPR P-2014175 AND ADMINISTRATIVE USE PERMIT, AUP P-2014176 FOR A PROPOSED MIXED USE PROJECT CONSISTING OF 48 MULTI-FAMILY DWELLING UNITS ABOVE GROUND FLOOR RETAIL COMMERCIAL USES AT 11924 – 11960 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Site Plan Review, SPR P-2014175 and
Administrative Use Permit, AUP P-2014176)

WHEREAS, on November 10, 2014, Washington Culver II, LLC filed Site Plan Review and Administrative Use Permit applications to allow the construction of a five story, 56 foot high, mixed use project consisting of 48 apartment dwelling units built over 13,604 square feet of ground floor retail commercial space and at-grade and subterranean parking (the "Project"). The Project site is described with Los Angeles County Assessors Numbers 4233-017-010; 4233-017-012; 4233-017-014; 4233-017-017; and 4233-017-022, in the City of Culver City, County of Los Angeles, State of California; and,

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

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

WHEREAS, on December 9, 2015, after conducting a duly noticed public hearing on the subject applications, including full consideration of the applications, plans, staff report, environmental information and all testimony presented, the Planning Commission (i) by a vote

1 of 4 to 1, adopted a Mitigated Negative Declaration, in accordance with the California
2 Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant
3 adverse environmental impacts; and (ii) by a vote of 4 to 1, conditionally approved Site Plan
4 Review, SPR P-2014175 and Administrative Use Permit, AUP P-2014176 ; as set forth herein
5 below.

6
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:

11 **Site Plan Review:**

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

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

18 The general layout of the project is consistent with the Commercial General (CG) zoning
19 district and the Mixed Use Development Standards. The project incorporates continuous
20 ground floor retail along Washington Boulevard to create a pedestrian friendly
21 commercial streetscape. The street level is enhanced with setbacks ranging from 5 feet
22 to 19 feet from storefronts to the Washington Boulevard property lines; these enhanced
setbacks will allow for pedestrian amenities including landscaping, areas for outdoor
dining and outdoor casual seating, and trellises and canopies.

23 The enhanced setbacks exceed the maximum code allowed of five (5) feet at the ground
24 level, unless otherwise approved by the Director, pursuant to Section 17.400.065 E (4)
25 Table 4-2 of the Zoning Code. The extra setbacks are provided as follows:

Setback	Total Setback to Street Curb Including 10 Foot Wide Sidewalk	Linear Frontage
5 feet	15 feet	83 feet
7 feet	17 feet	85 feet
11 to 12 feet	21 to 22 feet	104 feet
15 to 20 feet	25 to 30 feet	42 feet

The project setbacks include the addition of special paving and other pedestrian amenities noted above to better accommodate outdoor dining and increase the amount of pedestrian amenities.

The 5 story, 56-foot high mixed use building is consistent with the code required 56-foot maximum height limit for a mixed use building adjacent to non-residential zones. The sloped roof mansards provides an architectural feature along the building frontage and portions of the east and west building corners. Set at 12-feet above the roof deck and occupying no more than 15% of the total roof areas, they are consistent with the Zoning Code's exception to height limits that allows an architectural feature with an area no more than 15% of the total roof area to be situated a maximum of 13-feet, 6-inches above the roof height.

The project provides a total of 203 on-site parking spaces to meet the Zoning Code required parking for both the residential and commercial components of the project. These required parking spaces at the surface and subterranean levels provide sufficient parking for residents, guests, employees, and customers. Sufficient loading area is provided through an on-site standard parking space at the project's ground level parking.

Consistent with the Mixed Use Development Standards, parking access for employees and customers of the commercial ground floor is provided through a two-way (entry and exit) driveway on Washington Boulevard and a right in and right out only driveway on Inglewood Boulevard. Parking access for residents and residential guests is provided by a separate residential only driveway to the subterranean parking off of Louise Avenue. The proposed access locations are anticipated to operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking areas. Consistent with Mixed Use Development Standards, adequate pedestrian residential access is achieved through 3 residential only lobbies spread throughout the project and located at the ground level. These lobbies include elevators to all residential levels and the residential only subterranean parking.

Compliant with minimum Code required residential open space standards, the project will include private balconies ranging in area from 71 square feet to 160 square feet, an 11,400 square foot open courtyard on the second level (the first residential level), and oversized open deck spaces spread throughout the project's residential levels.

B. The architectural design of the structure and the materials and colors are compatible with the scale and character of surrounding development and other improvements on the site and are consistent with the purpose and intent of this

Chapter, the requirements of the zoning district in which the site is located, and with all applicable development standards and design guidelines.

The building mass and scale has been designed to be compatible with the adjacent commercial uses along Washington Boulevard and surrounding multi-family residential uses to the south of the project site. Street fronting amenities such as wide private sidewalks, outdoor dining and casual seating, planters, and extensive commercial glazing will provide a pedestrian oriented streetscape along Washington Boulevard, drawing attention away from the residential units above. The building is well articulated with the use of step backs, canopies, private balconies for residential uses on the floors above the ground floor commercial level, and substantial use of planter areas at the rear of the building facing Los Angeles residences and within the second level interior courtyard. These features will provide visual interest to all four sides of the building and to the residents of the project who will benefit from the interior courtyard.

More specifically, the project's design includes articulation incorporating varying roof lines, architectural features, and varying materials. The project's mechanical equipment and refuse containers have been designed to be concealed from the street, public places and neighboring properties. Along Washington Boulevard the project features a modern architectural style with long, slightly angled horizontal lines broken up by vertical architectural elements with varying color. An undulating roof line overhang, a façade of architectural metals, glass, and hand troweled stucco surfaces carefully organized to break down the scale of the façade emphasizes the horizontality of the project as opposed to the vertical. The Washington Boulevard façade includes a sweeping curved parapet giving the illusion of the entire building curving. Some of the Washington Boulevard features are carried over along Inglewood Boulevard while the Los Angeles component of the Inglewood elevation features a horizontal ribbed metal surface with elongated alternating rectangular tile graphics creating a subtle background to the interruption of residential unit balconies and openings.

Sloped, horizontal architectural elements and step backs at varying locations along the second through fifth stories will accommodate balconies enhancing the building's articulation. Roof top mansard features fronting Washington Boulevard will provide a sense of varying height while adhering to Zoning Code height limits and allowed height projections for roof top architectural features.

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

The proposed landscaping meets all Zoning Code requirements and provides a visual relief that also acts to compliment the use of the building's metal and stucco finishes and

1 use of trellises. There will be new street trees installed along Washington and Inglewood
2 Boulevards consistent with the City's adopted streetscape standards including benches,
3 bicycle racks and trash receptacles. In the interior on the second level there is an
4 approximately 11,400 square foot open courtyard for the residences. This courtyard
5 incorporates decorative hardscape paving, planter areas for trees, seating, water
6 features, barbecue facilities, and raised planter walls for storm water filtration. The
7 enhanced street level commercial setbacks will incorporate planter boxes, decorative
8 paving, and a water feature in a central commercial courtyard.

9 In addition, along Washington Boulevard from Inglewood Boulevard to the east terminus
10 of Atlantic Avenue, the centerline of Washington Boulevard will be enhanced with a
11 raised, curbed landscaped median in conformance with Phase 6 of the West
12 Washington Area Improvement Plan (AIP). This will further enhance the project site and
13 its surroundings and will provide a visual landscape aesthetic that helps to improve the
14 overall environment of the surrounding area making it more attractive to potential
15 customers of the project and surrounding businesses. Overall, the on-site and off-site
16 landscaping improvements will complement the modern style of architecture for this site
17 and soften the massing of the proposed building.

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

22 The proposed location of the commercial project will not result in conflicts with uses in
23 the existing adjacent residential neighborhood and commercial area. The project has
24 been designed to conform to all applicable provisions of the Mixed Use Development
25 Standards, Commercial General (CG) Zone, and all City development standards. The
26 building mass and scale is consistent with the base zoning height and setback
27 allowances and has been designed to be compatible with the adjacent commercial uses
28 along Washington Boulevard and adjacent and nearby single to 3-story multi-dwelling
29 residential uses. Extra wide pedestrian setbacks in combination with a 10 foot wide
public sidewalk along Washington Boulevard provide a pedestrian oriented streetscape
with the use of decorative paving, street benches, bike racks, street trees, and outdoor
dining and seating. The proposed 13,604 square foot commercial space fronting
Washington Boulevard will reinforce and complement, rather than conflict with, the
existing commercial uses along Washington Boulevard. This new commercial spaces
along with the off-site streetscape improvements noted above will encourage active use
of the site by nearby residential and commercial occupants. This will lessen potential
conflicts with nearby residential and commercial areas because the development will
become an integral component of the local community.

Separation of the residential parking from the commercial parking will ensure security
Access to the surface parking for the commercial uses will be provided through a two-
way driveway on Washington Boulevard and an additional right in and right out only
driveway off of Inglewood Boulevard. A separate driveway off of Louise Avenue at the

1 south side of the property will lead to a residential only subterranean parking. The
2 proposed access locations are anticipated to operate adequately, with no external
3 vehicular queuing on the fronting streets, and no significant internal queuing within the
4 parking areas. Enhanced vehicle storage capacity on a left turn pocket from Eastbound
5 Washington Boulevard into the project site will further provide for ease of access to the
6 site while reducing conflicts with Eastbound Washington Boulevard through traffic.
7 Visibility for drivers entering or exiting the site driveways is not anticipated to be a
8 concern. Vehicles entering the site's driveway are provided with adequate maneuvering
9 room both along the fronting street and within the site itself. Site distance and driver
10 visibility of oncoming vehicles at the site exits are also acceptable. Any structure or
11 fence at driveway locations will not exceed "eye height" of exiting drivers, and site lines
12 will not be affected. Also project conditions regarding and extended left turn pocket
13 (noted above) and signal phasing at Washington and Inglewood Boulevard will ease
14 project traffic into the site and onto Washington and Inglewood Boulevards.

15 The vehicle and pedestrian access features along with the adequate on-site parking will
16 lessen the possibility of interference with the use and enjoyment of adjacent residential
17 and commercial areas and future development and will reduce the possibility of
18 vehicular or pedestrian hazards.

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

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

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

The project is consistent with the General Plan General Corridor Land Use designation.
The property is presently zoned General Commercial which permits the proposed mixed
use development. The proposal is consistent with these designations and respects all
provisions and development regulations of the Zoning Code and the General Plan. The
ground floor restaurant and retail will encourage local pedestrian use of the site and the
new retail space will encourage local to regional patronage of the project. This
commercial activity along with the residential aspect of the mixed use project is
consistent with General Plan Land Use Objective 24 which calls for protection and
enhancement of residential and business uses within the City's Western Sub-Area. The
project is consistent with General Plan Land Use Objective 5 – Economic Diversity –
because the new ground floor retail space will encourage new business opportunities

1 that will expand Culver City's economic base. The project is consistent with General
2 Plan Land Use Objective 6 – Commercial Corridors – because the mixed use
3 development will revitalize the physical character and economic wellbeing of this specific
4 commercial corridor that is characterized by underutilized or vacant buildings. The
5 project is consistent with Housing Element Objective 2 – Housing Supply/Policy 2.D –
6 because it will promote mixed use residential development in an area that allows mixed
7 use while being sensitive to adjacent residential uses through code required on-site
8 parking, setbacks, architectural treatment, and landscaping. Policy 2.D also calls for
9 reinforcing the commercial nature of the area which the ground floor retail accomplishes.

10 The density increase from 35 to 50 dwelling units per acre is consistent with the March
11 10, 2008, City Council adopted resolution number 2008-R015 establishing a Community
12 Benefit Incentive Program in connection with the Mixed Use Development Standards.
13 This density increase is consistent with expected thresholds of development and build
14 out projections as delineated in the General Plan Land Use Element.

15 The project as proposed will incorporate design features such as enhanced commercial
16 street setbacks fronting Washington Boulevard in order to accommodate pedestrian
17 oriented uses and access to commercial uses via commercial boulevards thus centering
18 commercial activity to the boulevard frontage and away from residential uses. A 10 foot
19 wide landscape buffer between the site and the residential uses south of the site in the
20 City of Los Angeles will help to lessen the sense of massing at the rear. These design
21 features are consistent with General Plan Land Use Policy 16.C that encourages
22 compatible commercial uses adjacent to residential lots in areas of Washington
23 Boulevard.

24 The commercial storefronts along Washington Boulevard along with expanded setbacks
25 at the ground floor will encourage pedestrian activity and use of the commercial space.
26 The project site will incorporate off-site improvements such as new curb, gutter,
27 sidewalk, street benches, and street trees as well as West Washington Area
28 Improvement Plan Phase 6 Landscape Median improvements. Such commercial
29 frontage and off-site improvements furthers the intent of General Plan Land Use Policy
6.I that calls for the planning of streetscape improvements such as street trees and
landscaping and façade improvements along commercial corridors.

This project is consistent with the General Plan Housing Element which calls for an
increase in the City's housing stock. The City's allocation for the current California State
Regional Housing Needs Assessment (RHNA) cycle is 185 units and this project will
address a portion of Culver City's share of the RHNA by constructing 48 market rate
units.

Administrative Use Permit:

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

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

4 The existing Commercial General (CG) zoning designation allows the proposed use of
5 tandem parking subject to an Administrative Use Permit as outlined in CCMC Section
6 17.320.035.C.1.b, and the proposed tandem parking layout complies with all other
7 applicable provisions regarding parking design and layout guidelines. Each stall is nine
8 (9) feet in width, 36 feet in length, and a proper aisle width is provided.

- 9 **B. The proposed use is consistent with the General Plan and any applicable Specific**
10 **Plan.**

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

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

19 The proposed use, design, location, size and operating characteristics of the tandem
20 parking spaces will not have an impact on adjacent uses and are therefore found to be
21 compatible with the existing and future residential and commercial land uses in the
22 vicinity of the subject site. All tandem spaces will be located in a subterranean, secured
23 residential parking area with each pair assigned to one tenant each. Overall the
24 tandem parking facilitates the residential portion of the mixed use project and helps to
25 revitalize the site's semi vacant appearance. This revitalization and residential and
26 commercial mix is compatible with potential future mixed use projects along Washington
27 Boulevard.

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

31 The generally flat configuration of the site, the vehicular access to and from the site from
32 Washington and Inglewood Boulevards, the adequate design of the ramp down into the
33 subterranean parking where the tandem parking is located, and the proposed onsite
34 parking configuration is physically suitable to accommodate tandem parking. The
35 tandem parking is compatible with the adjoining commercial and residential uses
36 because of its secured nature and the assignment of pairs to one unit each which will
37 lessen parking impacts by the project on adjoining commercial and residential
38
39

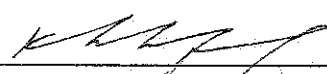
neighborhoods. The tandem parking will not impact any utilities and there are no physical constraints that would prevent the use of tandem parking.

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

The establishment of tandem parking will not be detrimental to the public interest, health, safety or general welfare or injurious to persons, property or improvements in the surrounding commercial zoning district or vicinity since said tandem parking will not generate any onsite or offsite impacts.

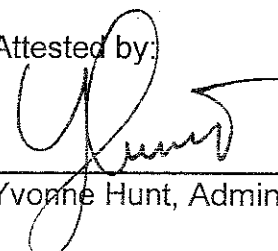
SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby; (i) adopts a Mitigated Negative Declaration, in accordance with the California Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant adverse environmental impacts; and (ii) approves Site Plan Review, SPR P-2014175 and Administrative Use Permit, AUP P-2014176, subject to the conditions of approval set forth in Exhibit A attached hereto and incorporated in herein by this reference.

APPROVED and ADOPTED this 9th day of December 2015.



KEVIN LACHOFF, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:



Yvonne Hunt, Administrative Secretary

EXHIBIT A
RESOLUTION NO. 2015-P009
SPR P-2014175 & AUP P-2014176
11924- 11960 WASHINGTON BOULEVARD

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on the Pennylane Mixed Use Project (the "Project"), for the property located at 11924 – 11960 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. Final approval shall mean the projects last entitlement approval issued from either the City of Culver City or the City of Los Angeles. The Applicant shall provide written proof of the date of final approval from the City of Los Angeles.	Planning	Standard/ Special	
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	

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GENERAL				
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – “General Property Development and Use Standards”.	Planning	Standard	
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - “Landscaping”.	Planning	Standard	
8.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - “Off-Street Parking and Loading”.	Planning	Standard	
9.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - “Signs”. All signs require a separate permit and approval.	Planning	Standard	
10.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
11.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer.	Public Works	Standard	
12.	Street trees shall be installed, to the satisfaction of the City Engineer, in conformity with the City’s approved Street Tree Master Plan including tree wells and irrigation. All new (and existing) street trees shall be supplied with irrigation water from the overall site irrigation system which shall include a timer and a rain sensor. All new (and existing) street trees, landscaping, and irrigation shall be indicated on the overall site landscaping/ irrigation plan.	Public Works	Standard	
13.	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	

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GENERAL				
14.	At the sole cost and expense of the Property Owner, any broken or damaged curbs, gutters, sidewalks, and street pavement resulting from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards.	Public Works	Standard	
15.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures.	Public Works/ Fire/ Planning	Standard	
16.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 - "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service.	Public Works	Standard	
17.	The Project shall meet all provisions of CCMC Section 7.05.015 - "Transportation Demand and Trip Reduction Measures".	Trans.	Standard	
18.	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	Building/ Fire	Standard	

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GENERAL				
	Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit.			
19.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
20.	The Project shall comply with all applicable requirement of the Culver City Green Building Program as set forth in CCMC Section 15.02.1100, et.seq.	Building	Standard	
21.	The Project shall comply with the all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq.	Building	Standard	
22.	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	
23.	The driveway on Washington Boulevard shall be a full-access driveway with right-turns in and out and left-turns in and out and the access for the driveway on Inglewood Boulevard shall be limited to right-turns in and right-turns out. The building permit plans shall demonstrate compliance with this conditions through the inclusion of pavement markers and/or signage as determined by the City’s Traffic Engineer.	Planning	Special	
24.	The applicant shall be responsible to conduct and submit for review a parking demand study (the “Study”) after the development is 80 percent occupied or within one year of completion of the development. The scope of the Study shall be reviewed and approved by the City’s Planning Manager and traffic Engineer and prepared at the applicant’s expense. The Study shall determine whether or not the project’s	Planning	Special	

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GENERAL				
	commercial uses and residential/residential guest uses have different peak hour parking demands. If the Study determines that the commercial uses have different peak hour parking demands that allow for some shared parking with the residential uses, the City may allow shared parking provided that: a. The shared parking spaces are located on the project's ground floor level; b. No commercial parking is allowed on the subterranean level; c. The Study determines that residential/residential guests spaces can feasibly park in the commercial level for a period equal to the night-time and morning off hours of operations for the commercial uses; and, d. A City-approved covenant is recorded that includes a description of the shared parking arrangement, a requirement that all current and future tenants are notified of and shall adhere to the same hours of operation and conditions of the shared parking approval.			
25.	The applicant shall be responsible to conduct a traffic after the development is 80 percent occupied or within one year of completion of the development to determine if any traffic control measures are needed at the intersection of Washington Boulevard and Atlantic Avenue/Project driveway, including the need for crosswalks and traffic signal control for vehicular and/or pedestrian traffic. Said study shall be prepared at the applicant's expense with the scope of said study reviewed and approved by the City's Planning Manager and traffic Engineer	Planning Public Works	Special	

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GENERAL				
26.	The applicant shall post a bond in an amount as determined by the City for the cost of the traffic control measures needed at the intersection of Washington Boulevard and Atlantic Avenue/Project driveway. Should the City determine that the traffic control measures are needed (based on the after completion traffic study) at this intersection, then within a period of five years after occupancy of the development, the City will draw down the funds from the bond to pay for the improvements.	Planning Public Works	Special	
27.	Separate Trash enclosures for both the commercial and residential components of the project shall be provided.	Planning Public Works	Special	
28.	a. The applicant shall install Streetscape within the sidewalk along the project's frontage with Washington Boulevard and Inglewood Boulevard. The Streetscape shall include street trees, tree wells, tree grates, irrigation, benches, trash receptacles, and bike racks. Irrigation installed within the public right-of-way shall be connected to the private on-site irrigation system. Tree species, size and planting shall be to the satisfaction of the City Engineer. All streetscape improvements shall be to the satisfaction of the City Engineer and the Community Development Director. b. A separate Streetscape and Median Landscape plan shall be prepared and submitted directly to the Engineering Division for review, approval, and permitting. This plan shall include all elements necessary for the construction of the streetscape in the sidewalk and the reconstruction of the raised median in Washington Boulevard. All streetscape improvements shall be to the satisfaction of the City Engineer and the Community Development Director.	Planning Public Works	Special	

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GENERAL				
29.	If required, a vertical clearance in excess of 7 feet within both parking levels shall be maintained in order to accommodate a Fire Department Smoke Evacuation System.	Fire/ Planning	Special	
30.	a. The existing sidewalk, curb, and curb and gutter along the project's frontage with Washington Boulevard and Inglewood Avenue shall be reconstructed per the latest edition of the American Public Works Association (APWA) Standard Plans. b. All existing drive approaches that will no longer be used shall be removed and reconstructed with curb, gutter, and sidewalk. All proposed drive approaches shall be designed as a high speed approach per Culver City Standard Plan CC-101-2.2, Case I. c. An eight foot wide sidewalk shall be installed along the project's frontage with Inglewood Boulevard.	Public Works	Special	
	d. The existing parkway width along Inglewood Boulevard is 3.17 feet. The applicant shall dedicate a 4.83 foot wide easement to the City of Culver City for street purposes to provide an eight foot wide strip for the proposed sidewalk. e. The existing curb return at the corner of Washington and Inglewood Boulevards, adjacent to the project, shall be reconstructed to a minimum curb radius of 25 feet. A new curb ramp shall be installed per APWA Standards. A dedication of the corner cut-off at this corner and any additional right-of-way necessary for the construction of the new curb return shall be submitted to the City. f. The existing traffic signal poles at the corner of Washington Boulevard and Inglewood Boulevard shall be relocated to an approved			

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	location based on the reconstructed curb returns. New pedestrian crosswalks shall be installed across Inglewood Boulevard and at the easterly return of Washington Boulevard. A westbound left-turn signal on Washington Boulevard shall also be required at this intersection. Any other ancillary work required to accomplish the above described work, including but not limited to installation of new mast arms, signal poles, street lights, and modifications to the service and controller cabinets shall be included. Any new signal poles shall be designed for 100 mph winds per CALTRANS standards. This work shall be shown on a traffic signal plan and a signing and striping plan, prepared by a civil or traffic engineer registered in the State of California, and shall be submitted to the Engineering Division for review, approval, and permitting. Separate traffic signal timing charts shall be submitted for review.			
	g. A new street name sign for Inglewood Boulevard shall be installed on the mast arm of the traffic signal at the corner adjacent to the project site. This sign shall conform to current City standards. h. The existing streetlights along the project's e Washington Boulevard frontage shall be upgraded to low voltage induction type lighting. This work shall include, but not limited to, the replacement of light fixtures, ballasts, and the installation of new concrete cobra head poles, pull boxes, conduit, and wiring. A new service connection and a 200 amp meter cabinet, having space for 8-2 pole breakers, shall be provided as directed by and to the satisfaction of the City Engineer. If possible, the existing electrical service enclosure that has recently been installed to provide electrical service to the			

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	newly constructed raised median in Washington Boulevard may be utilized. All streetlights east and west of project site shall be maintained and kept in operation. i. Existing parking meters located along the project's frontage with Washington Boulevard shall be relocated due to the closure of driveways and installation of a bus stop. New parking meters may be required. Existing and new parking meter heads shall be of the type that allows the use of credit cards as manufactured by the IPS Group and approved by the City Engineer. j. The existing grate catch basin in Washington Boulevard near the corner with Inglewood Boulevard shall be relocated to the satisfaction of the Los Angeles County Flood Control District.			
	k. 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 Site Improvement Plan shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only. l. Two (2) sets of Off-Site Improvement Plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting for all proposed improvements within the Public Right of Way. The Off-Site Improvement Plans shall include separate plans for traffic signal and street signage and striping, street lighting; storm drain; and street			

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	improvement, which would also show any required sewer lateral connections. Sewer lateral clean outs are prohibited in the Public Right of Way.			
31.	a. Secure bicycle parking shall be provided to accommodate twenty (20) bicycles, to meet the bicycle parking requirements for the portion of the project located within the City of Culver City (CC). The bicycle parking shall be provided to accommodate separate parking for the residential and commercial components of the CC project component: a. Residential - Twelve (12) long-term and three (3) short-term parking positions. b. Commercial – Two (2) long-term and three (3) short-term parking positions. The long-term spaces shall be provided on the Culver City project site, in individual bike lockers or bike racks in a secure locking fenced enclosure, accessible only to the bicycle owners, and shall be located so they are easily accessed and are visible to promote usage and enhance security (NOTE: the "Bicycle Lockers" shown on Sheet A2.0, basement parking plan, file dated August 3, 2015, does <u>not</u> satisfy this requirement). The short-term spaces shall be provided on the project site or adjacent public sidewalk right-of-way, using three (3) City approved "Inverted - U" Bicycle Racks. Bicycle parking location, layout and equipment shall comply with the City's approved Bicycle and Pedestrian Master Plan Design Guide. The short-term bike parking spaces shall be provided within 50-ft walking distance of each of the main pedestrian entrances for the residential and commercial components. The development plans shall be revised to provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths	Public Works	Special	

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	of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking areas. c. 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 John Rivera, Culver City Public Works Department, at john.rivera@culvercity.org The development plans submitted for Building Permit shall provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, the widths of maneuvering areas and clearances. d. 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 Administration staff that the final bicycle parking layout is in compliance with these bicycle parking requirements. e. For the component of the project located within the City of Los Angeles (LACity), the applicant shall comply with the LACity requirements, unless the LACity Planning Department defers in writing to the CC requirements for the LACity component. f. 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 <u>any</u> Certificate of Occupancy.			
32.	a. An Automatic Fire Sprinkler System as approved by the Culver City Fire Department shall be installed that is NFPA 13 compliant	Fire	Special	

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	throughout the structure and shall service the living units and all other rooms, service rooms, offices and parking areas. The fire flow requirement shall be 2,000 GPM with a 4 hour minimum duration. b. Any required duct smoke detectors shall meet installation requirements of the CCFD regulations. Duct detectors when activated shall cause supervisory signals only with appropriate annunciation and shutdown of HVAC units. c. An offsite reporting system shall be installed and a full coverage manual and automatic fire alarm system with strobes/mini-horns in suites, horn strobes in offices, parking areas and a water flow bell on the address side of the exterior of the building to meet NFPA 72 and CFC 2013 Chapter 9 shall be installed. The annunciator and building map shall be located in main lobby as approved by the Fire Marshal.			
	d. A KNOX Box is required for the building and KNOX key switches are required to open all electric security gates and drive way gates. e. The project addresses shall be viewable and legible from the public way. f. The project shall provide 2A10BC fire extinguishers in light hazard areas and 10 pound dry chemical extinguishers in medium hazard area. g. All parapets over five feet shall have catwalks and all fascia and tops of exterior walls and parapets shall be constructed of hard materials (no foam or soft materials).			

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	h. A minimum of 13' 6" vertical clearance for driveway entries at the front and rear of the property shall be required. i. Fire lanes and curbs shall be marked to prevent obstructions and allow enforcement by the Culver City Police and Fire Departments. j. The project shall provide a class III combined standpipe system with 2 1/2" hose vales and 1 1/2" reducing caps and covers. The standpipe system shall be designed for 100 foot of hose and 30 foot of stream to reach all portions of the building. k. All stairs, common doors and rooms shall have room description signs per approval of the Fire Marshal. l. Roof access doors may be locked to stop access to the roof area but egress from the exterior side shall be provided without obstruction. Keys shall be provided in the KNOX Box.			
	m. The project shall provide a smooth surface from the parking area to Washington Boulevard for ease of gurney use; elevators shall be gurney accessible. n. The project shall provide a Fire Hydrant within 150 feet of the fire department connection. o. Plans submitted for Building Permits shall have a "Fire Department Note" section and shall include all conditions noted herein and any specific life safety requirements. p. The project shall provide per the California Building Code and Mechanical Code ventilation in the enclosed parking area.			

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33.	a. A separate shoring permit shall be required. Support, notification, and upgrades of adjacent properties may be required. If upgrades to adjacent properties are required, Culver City Building Safety and Culver City Engineering will determine what upgrades, if any, shall be the responsibility of the applicant. b. All portions of the parking structure shall be made of a minimum 2 hour rated, reinforced concrete construction. The 2nd floor structure shall be made of a minimum 2 hour rated reinforced concrete construction. All shafts shall be a minimum 2 hour rated from the foundation to the underside of the roof deck or to the top of parapet walls as part of any shaft construction. All shafts shall be enclosed at all levels to other areas of the building. Shafts may be exposed to the exterior if they are located on a property line street frontage. All parking areas shall be min. 2 hr. rated to all other areas of the building. All trash rooms or service rooms shall be min. 2 hr. rated to all other areas. Each residential unit shall be min. 1 hr. rated to every other adjacent residential unit. c. Any exterior walls directly on property lines (other than fronting on streets) shall be min. 2 hr. rated from the foundation to the top of a parapet wall extending a min. of 30" above any adjacent roof or walking surface. All such property line fire walls shall be 100% reinforced concrete or reinforced concrete block construction. No wood or metal stud framing in such walls shall be permitted. d. All exit stairways that lead to horizontal exit ways shall be continuous min. 2 hr. rated to the sidewalk or public street. At the grade level "Elev. Lobby 3" which is also a stair exit, shall	Building Safety	Special	

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	exit directly to the exterior of the building, not into the parking area. e. Commercial kitchen exhaust hood ducting shall have no horizontal sections. All hood ducting shall be vertical or 45 degree angle to vertical and shall be min. 2 hr. rated. f. All treads, risers, handrails, etc. inside any common area stairway shall be 100% non-combustible construction. All construction within a common stairway shall be 100% non-combustible construction. g. All paths of egress 10' wide or narrower shall be min. 1 hr. rated. All doors serving the path of egress of common areas shall swing in the direction of egress. h. Each residential unit shall have separate utilities.			
	i. Tempered or laminated glazing shall be specified at all hazardous locations. j. The project will be required to comply with CalGreen mandatory commercial and residential measures and with the City's solar voltaic and green building ordinance.			

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34.	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	
35.	The Applicant and Property Owner shall indemnify and agree to defend (at the Applicant's and Property Owner's sole expense, with legal counsel approved by the City) and hold harmless the City, and its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all loss, damages, injuries, costs, expenses, liabilities, claims, demands, lawsuits, attorneys' fees and judgments, arising from or in any manner connected to any third party challenge to the City's approval of the Project. The obligations required by this Condition shall be set forth in a written instrument in form and substance acceptable to the City Attorney and signed by the Applicant and the Property Owner.	City Attorney	Standard	
36.	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	
37.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	

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38.	A Construction Management Plan prepared by the construction contractor, which identifies the areas of construction staging, temporary power, portable toilet, and trash and material storage locations, shall be submitted to and approved by the Building Official. Prior to commencement of work the construction contractor shall advise the Public Works Inspector and the Building Inspector ("Inspectors") of the construction schedule and shall meet with the Inspectors.	Building/ Public Works	Standard	
39.	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	
40.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work.	Building	Standard	
41.	A Construction Traffic Management Plan shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be submitted to the City Engineer and Planning Manager for review and approval prior to the issuance of any Project demolition, grading, or	Planning/ Public Works	Standard	

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	excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of			
	any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.			
42.	Reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling	Building	Standard	

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	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.			
43.	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	
44.	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	
45.	The Community Benefit Contribution to be determined by Community Development Director for required streetscape improvements and maintenance shall be paid to the City Finance Department.	Planning	Special	
46.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, tying all lots in both the City of Los Angeles and City of Culver City and stipulating that all lots shall not	Planning	Special	

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	be sold separately, structures may be built across property lines, and that all vehicular and pedestrian access and occupation associated with the use of the property shall be allowed over all the lots comprising the project site shall be signed by the Property Owner and recorded in the County Recorder's Office. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.			
47.	A pre-construction coordination meeting shall be held in City Hall including the on-site field superintendent and City staff, prior to the start of major construction activities.	Building Safety	Special	
48.	a. Concurrent with the submittal of the On-Site Improvement Plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide Best Management Practices (BMP's) that adequately address the pollutants generated during the post-construction stage and shall be designed for filtration, infiltration and retention for the first 1.1 inch of rainfall. The On-Site Improvement Plans shall note that 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	Public Works	Special	

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	required prior to issuance of the permit for on-site improvements. 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. b. Concurrent with the submittal of the On-Site Improvement plans, 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 On-Site 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 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 LSWPPP shall be submitted to the Engineering Division prior to any permit issuance. The On-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. Since the site is greater than 1 acre, the SWPPP shall be prepared by a Qualified SWPPP Developer (QSD). c. This project proposes to demolish to bare ground existing pervious surfaces that exceed one acre. Therefore, prior to the issuance of			

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	Grading or Building Permits, it shall be required to show proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number. This will include the filing of a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State. A copy of the SWPPP and WDID shall be provided to the Engineering Division prior to the approval of the LSWPPP. d. Due to the change of use and increased density, this project may be subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit. e. All staging and storage of construction equipment and materials, including the construction dumpster(s), shall occur onsite. The applicant shall obtain prior written permission from adjacent property owners for any construction staging occurring on adjacent property.			
	f. Prior to the commencement of any excavation, the applicant shall install a temporary construction fence between the subject property and the property lines directly adjacent to the subject improvements. The location, height and fence material is subject to approval by the City Engineer and Planning Manager. g. The construction contractor shall advise the Public Works inspector of the construction schedule and shall meet with the inspector prior to commencement of work. h. The applicant shall coordinate with the City of Culver City and City of Los Angeles to lengthen the Inglewood Boulevard northbound left-turn			

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	lane onto westbound Washington Boulevard in the City of Los Angeles. This condition shall be effective only if the City of Los Angeles agrees with and approves a re-striping plan to lengthen the left-turn lane within its jurisdiction.			

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49.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s), and the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
50.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
51.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
52.	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	
53.	During all phases of construction, best efforts shall be used to ensure that all construction workers, contractors and others involved with the Project park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
54.	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	
55.	Prior to the commencement of any excavation, a temporary construction fence shall be installed around the site. The height and fence material is subject to approval by the City Engineer and the Planning Manager.	Building/ Planning/ Public Works	Standard	

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56.	Hours of construction shall be limited to the following: Construction and demolition shall be restricted to 8:00 am to 6:00 pm Monday through Friday, 9:00 a.m. to 6:00 p.m. on Saturday, and no construction on Sundays or Holidays. Dirt hauling and construction material deliveries or removal are prohibited during the peak traffic periods; morning (7:00 a.m. to 9:00 a.m.) and afternoon (4:00 p.m. to 6:00 p.m.). 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/ Planning	Special MND Noise Mitigation N-2	
57.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The Property Owner must obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Building/ Public Works	Standard	
58.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors;	Building/ Planning	Standard	

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	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.			
59.	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	
60.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property.	Building/ Public Works	Standard	
61.	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	

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62.	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	
63.	These Construction/Noise Conditions are in addition to standard noise conditions stated within the body of this exhibit: N-1. The project shall comply with the City of Los Angeles Noise Ordinances No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible. N-3. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. N-4. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. N-5. Noise and ground borne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening	LA & CC Building/ Planning	Special MND Noise Mitigation N-1 & N-3 through N-7	

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	construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible. N-6. Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses. N-7. The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. N-7a. The project shall comply with all Culver City standard noise conditions during construction.			

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64.	All provisions, and requirements set forth in these Conditions of Approval, in the Resolution approving the project, in the CCMC, or in any applicable written comments as provided by City representatives on December 4, 2014, and September 3, 2015, at the Project Review Committee meeting on the Land Use Permit application, shall be fulfilled and satisfied to the satisfaction of all City departments before the use may be established or the Project occupied.	All	Standard	
65.	All requirements of the City's Residential Development Park Dedication and In Lieu Parkland Fees, as set forth in CCMC Section 15.06.300, et. seq., shall be fully satisfied prior to the issuance of a certificate of occupancy; provided, that if such requirements will be satisfied by the payment of the in-lieu parkland fee, the same shall be paid prior to the issuance of a building permit.	Planning/ Parks	Standard	
66.	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	
67.	All onsite and offsite improvements and all conditions of approval except those which are deferred pursuant to a bond or letter of credit as determined and approved by the Building Official, Fire Marshal, Planning Manager, and/or City Engineer shall be completed prior to issuance of any certificate of occupancy. Prior to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five full sets of as-built plans that shall include at a minimum the site plan, grading	All	Standard	

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	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.			
68.	Prior to the issuance of any Certificate of Occupancy, the applicant shall submit a plan to the City Engineer regarding the repair or replacement of any damage to the public right-of-way that results from the construction of the proposed project. Such repair or replacement is to be completed to the satisfaction of the City Engineer. The applicant shall be responsible for all expenses.	Public Works	Special	
69.	As the project nears completion no partial or grand openings shall be permitted without applying for and gaining approval of a CO or TCO. No partial or full openings or advertising of any openings shall be carried without City approval.	Building Safety	Special	
70.	a. A hazardous materials disclosure package shall be submitted to the CCFD. b. The applicant submit to the CCFD and per Title 19 provide an emergency evacuation plan and employee training program for review. A permanently installed emergency exit floor plans which indicates location of fire extinguishers in each room and at each exit and in elevator lobbies shall be included in the Title 19 plan.	Fire	Special	
71.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney executed in favor of the City outlining land use restrictions per CCMC Section 17.400.065 D(4)	Planning	Special	

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	shall be signed by the Property Owner and recorded in the County Recorder's Office. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Planning Division.			
72.	The tandem parking pairs shall be assigned to one residential unit per pair.	Planning	Special	
73.	A new bus stop for Eastbound Culver City Bus Line No. 1 will be required. Prior to issuance of any Public Works Department and/or Engineering Division permit, the applicant shall provide street improvement plans to the Transportation Department showing the layout of bus stop furniture, bus stop signage and bus pad; the final location, layout and bus shelter equipment shall be approved by Transportation Department and the Public Works Department. The site plan drawings shall show the sidewalk dimensions and other existing and proposed sidewalk features such as tree wells, utilities, and furniture and all require bus-related Improvements. Prior to the issuance of Certificate of Occupancy, the project shall: a. Provide a minimum of 95' of red-painted full-height curb for the bus stop zone from the edge of crosswalk or end of curb radius (whichever is further from the intersection) on the east side of Washington and Inglewood Boulevards with 12' by 95' concrete bus pad; b. Upgrade the bus stop to a bus shelter to include a shelter, four-seat bench, trash receptacle, bus stop sign, real-time bus arrival information display and widen the sidewalk (as necessary) to accommodate the bus stop furniture and allow proper pedestrian/ADA circulation. The bus stop furniture shall be located to the back of sidewalk adjacent to the property to accommodate pedestrian clearance	Transp. Planning Public Works	Special	

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	and comply with ADA accessibility and bus stop requirements. The 30-foot <i>bus stop furniture/bus door zone</i> (the segment of sidewalk starting at the bus stop sign 30 feet toward the west) shall be clear of obstructions. The bus stop sign shall be located 50' west of the eastern edge of the 95' bus stop zone. c. In order to align the bus stop width with the bike lane and on street parking, the width of the sidewalk along the bus stop shall be reduced in width by two feet to a nine foot sidewalk. The curb transition exiting the bus stop shall be a minimum of ten feet in length.			
74.	T-1. The applicant shall install a raised median between Inglewood Boulevard and Atlantic Avenue to the satisfaction of the Senior Civil Engineer. T-2. The applicant shall install a 154 foot long westbound Washington Boulevard left-turn lane pocket at Inglewood Boulevard and a 50 foot long eastbound Washington Boulevard left-turn lane pocket at Atlantic Avenue to the satisfaction of the Senior Civil Engineer. T-3. The applicant shall install a 125 foot long westbound Washington Boulevard left-turn lane pocket at the Atlantic Avenue/Washington Boulevard intersection to the satisfaction of the Senior Civil Engineer. T-4. The applicant shall change the westbound and eastbound left turn phasing at the Inglewood Boulevard/Washington Boulevard intersection from permitted phasing to protected phasing or protected-permitted phasing to the satisfaction of the City Traffic Engineer. The applicant shall change the northbound left turn phasing to provide more time for northbound left	Public Works/ Planning	Special MND Traffic Mitigation T-1 through T-12	

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	turning traffic to the satisfaction of the Public Works Department. T-5. The applicant shall add 5 foot wide bicycle lanes on eastbound and westbound Washington Boulevard to the satisfaction of the Senior Civil Engineer. This work shall include all necessary striping and signage. T-6. The applicant shall remove some existing on-street parking spaces to accommodate the bicycle lanes and remove some existing on-street parking spaces in order to construct driveway accesses for the proposed project to the satisfaction of the Senior Civil Engineer. T-7. The applicant shall remove some existing on-street parking spaces in order to construct driveway accesses for the 11955 Washington Boulevard Mixed-Use cumulative project located across the project site on Washington Boulevard (This has been completed).			
	T-8. On Washington Boulevard between Inglewood Boulevard and Atlantic Avenue, the applicant shall remove three (3) on-street parking spaces and add one (1) on-street parking space on the eastbound direction, and remove two (2) on-street parking spaces and add six (6) on-street parking spaces on the westbound direction for an overall increase of two (2) on-street parking spaces to the satisfaction of the Senior Civil Engineer. T-9. The applicant shall relocate the existing bus stop currently located along westbound Washington Boulevard just west of Inglewood Boulevard to a location further west to accommodate the proposed bicycle lanes and raised median along Washington Boulevard.			

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	T-10. The applicant shall reconstruct the existing curb return at the northbound Inglewood Boulevard right-turn lane as a 25-foot radius curb return to the satisfaction of the Senior Civil Engineer. T-11. The applicant shall reconstruct the existing 8 foot wide raised median in Washington Boulevard located between the intersections at Atlantic Avenue (east and west). This work shall include, but not limited to, the installation of concrete curb, Queen Palm trees, approved ground cover, irrigation, tree up lighting, and street striping adjacent to the island. New meters for water and electricity shall be installed to service this median. T-12. The applicant shall remove the existing dedicated westbound right-turn lane at the Inglewood Boulevard/Washington Boulevard intersection to accommodate the westbound on-street bicycle lane to the satisfaction of the Senior Civil Engineer.			

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75.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on December 9, 2015, excepted as modified by these Conditions of Approval.	Planning	Standard	
76.	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	
77.	The use and development of the Property shall comply with these Conditions of Approval and all applicable local, special district or authority, county, state and federal statutes, codes, standards, and regulations including, but not limited to, Building Division, Fire Department, Planning Division and Public Works Department requirements, and shall comply with all applicable CCMC requirements and all comments made during the City's building permit plan check review process. Failure to comply with said Conditions, statutes, codes, standards, and regulations may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other lawful action the City might deem reasonable and appropriate to bring about compliance.	All	Standard	
78.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	

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79.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	