

O. Prior to any prohibition of through access from Higuera Street to Ince Boulevard along the alley, The Culver Studios shall execute an easement agreement in favor of the owner of 9000 Washington Boulevard to either:

1. Permit service and delivery vehicles for 9000 Washington Boulevard reasonable use of the driveway off Higuera Street for the Television Building Complex service yard, and the service yard itself, as a turn-around area for exiting if the entire length of the alley is vacated;

OR

2. Permit service or delivery vehicles for 9000 Washington Boulevard reasonable use of the Television Building Complex service yard as a turn-around area for exiting if the alley directly behind 9000 Washington Boulevard is not vacated.

P. The studio, at its sole expense and to the satisfaction of the City Engineer, shall:

1. Provide plans and restripe the lanes on Washington Boulevard, between Higuera Street and Ince Boulevard, for a painted two-way left-turn lane to serve the office complex driveway, the automobile dealer driveways across Washington Boulevard, and Hoke Avenue. The plan shall include elimination of the curbside parking on the south side of Washington Boulevard adjacent to the office complex frontage and retention of the existing two eastbound and two westbound lanes.
2. At the Lindblade Street/Ince Boulevard intersection, construct a diverter at the southeast corner to direct all Lindblade Street traffic to turn right onto northbound Ince Boulevard. Depending on the final design, landscaping in the diverter may be required and shall be provided to the satisfaction of the City.
3. On Ince Boulevard between Lindblade Street and Washington Boulevard; widen the roadway by 10 feet to a total of 44 feet curb to curb, provide an 8-foot wide sidewalk adjacent to the site, and stripe Ince Boulevard for two lanes in each direction.

4. The sewer lateral serving the property at the southwest corner of Washington Boulevard and Higuera Street (9000 Washington Boulevard) shall be relocated and reconnected to the existing sewer in Higuera Street at the time the 8-inch sanitary sewer line in the alley running between Ince Boulevard and Higuera Street is abandoned.
 5. The onsite truck maneuvering area shall be designed and constructed so that entry and exit can be made by forward movements without any need for backing from or onto Higuera Street, and so that a 50-foot long semi-trailer truck (WB-40 design vehicle) or a 30-foot long single unit truck (SU design vehicle) can be turned around within the yard with no more than two backing movements while another vehicle is within the dock area.
 6. If the portion of the alley behind the property on the southwest corner of Washington Boulevard and Higuera Street is not vacated, it shall be widened to a minimum of 20 feet in width of pavement for two-way traffic flow. The added 2 feet could either be dedicated to the City or retained by The Culver Studios with an easement for all traffic, at the discretion of the City Engineer. If this portion of the alley is vacated to The Culver Studios, then the new driveway shall be a minimum of 20 feet in paved width. The entrance to the alley or driveway shall be improved as required by the City Engineer.
 7. Design and construct an extension of the existing 36-inch storm drain in Ince Boulevard that terminates approximately at Poinsettia Court an additional 400+ feet to the northern most studio gate on Ince Boulevard, including all catch basins.
- Q. The studio shall upgrade and install new street lights along the north side of Lindblade Street between Ince Boulevard and Higuera Street to the satisfaction of the Maintenance Manager of the Public Works Department.
- R. All visitor ingress and egress shall be via the Washington Boulevard driveway, which driveway shall also be available to certain employees. The Lindblade Street driveway shall be for employees and Westwood One vehicles only. Signs shall be posted at the driveways on Washington Boulevard and Lindblade Street directing visitors to the Washington Boulevard driveway.

- S. Following issuance of the certificate of occupancy, no trucks with six or more wheels shall be permitted to leave the alley/driveway at Higuera Street between 7:00 A.M. and 9:00 A.M. or between 4:00 P.M. and 6:00 P.M., Mondays through Fridays, except holidays.
- T. Signs shall be posted directing all traffic leaving the alley/driveway to turn left onto Higuera Street. The sign text and locations shall be approved by the City Engineer.
- U. The truck dock manager shall instruct all delivery/service companies to use Washington Boulevard and avoid Higuera Street southeast of Lindblade Street as a travel route for servicing the site.
- V. The 64 blocked access parking spaces in the subterranean parking structure may only be counted towards fulfilling the Television Building Complex's parking requirements as long as Conditional Use Permit, CUP No. 93-07, for tandem parking remains valid. If Conditional Use Permit, CUP No. 93-07, becomes null and void, then the studio shall provide 64 prime access parking spaces in a manner and location approved by the City, or reduce the square footage and/or use of the Television Building Complex or main studio lot improvements by an amount equivalent to the parking requirement for 64 parking spaces, as determined by the City.
- W. The following measures shall be implemented during each construction phase of the complex to minimize the potential for short-term traffic impacts:
 - 1. The contractor shall apply to the City Engineer for designation of haul routes at least 15 days before the commencement of construction. Those routes shall be toward the north and east, avoiding travel on Higuera Street south of Lindblade Street.
 - 2. At least 72 hours before the commencement of construction, the contractor shall meet with the City Engineer and representatives of the Police Department, Fire Department, and Transportation Department to present for review and approval the plans for construction phasing, the haul routes, the times of operation, and the potential uses of public rights-of-way for construction purposes.

3. Where a public roadway is to be used for construction purposes, including construction vehicle parking or passage of pedestrians, the contractor shall submit signing, barricading, and striping plans to the City Engineer for approval at least 72 hours before the use. The traffic control shall be designed to the standards published in the then current edition of Work Area Traffic Control Handbook (WATCH), published by Building News, Inc. As much as feasible, work that results in interference with traffic in the street shall be confined to between 8:30 A.M. and 4:00 P.M. A minimum of one lane in each direction shall be kept open to traffic on each street at all times.
4. Whenever construction work requires use of a part or all of a sidewalk, a temporary walkway shall be provided or the existing sidewalk shall be closed at the nearest legal crosswalk, and pedestrians shall be directed to a convenient parallel route, as required by the City Engineer.
5. Construction related truck traffic (six-wheel or more vehicles) shall not be permitted to or from the site except during the hours of 8:30 A.M. to 4:00 P.M.
6. Haul routes shall be kept clean of construction-related dirt and debris by implementation of the following measures:
 - a. The cleaning of the tires of all earth-moving vehicles before leaving the site;
 - b. The covering of the hauled dirt with tarpaulins;
 - c. The patrolling of the haul routes at the end of each construction workday to pick up any debris; and
 - d. The sweeping of the dirt hauling routes daily.
7. No construction-related work shall be permitted on Saturdays or Sundays, unless approved by the City Engineer at least 72 hours in advance.
8. Construction materials and equipment shall only be stored on the site or at another nearby nonstreet location which has been approved in advance by the City Engineer.

9. Construction vehicles, particularly earth moving vehicles, shall not be allowed to wait on the streets in queues longer than two vehicles at a time.
10. All construction workers parking shall be provided on the site, or at another location as approved by the City Engineer. If a remote parking facility is used, the City Engineer may require that the contractor provide a shuttle to transport construction workers between the parking and the site.
11. The contractor and all subcontractors shall instruct their employees and delivery services to confine their travel to the arterial routes, avoiding travel along Higuera Street and Ince Boulevard south of Lindblade Street.
12. No work shall be permitted within the public roadway between Thanksgiving Day and New Years Day.

X. Following approval of Amendment No. 3 to Comprehensive Plan, CP No. 87-01, and at least 60 days after the completion of the Higuera Street Reconstruction project, the City Engineer, at the expense of The Culver Studios, shall prepare a Baseline Study to establish the predevelopment conditions of traffic volumes on the following local neighborhood streets:

Higuera Street, south of Lindblade Street.
Lucerne Avenue, west of Higuera Street.
Lucerne Avenue, west of Ince Boulevard.
Ince Boulevard, north of Lucerne Avenue.
Krueger Street, west of Higuera Street.
Hubbard Street, west of Higuera Street.
Carson Street, west of Higuera Street.
Wesley Street, east of Higuera Street.
Helms Avenue, east of Higuera Street.
Schaeffer Street, east of Higuera Street.

The Baseline Study shall be based on counts of 24-hour traffic on each of three consecutive weekdays during a period of representative activity at The Culver Studios as agreed upon by the studio and City Engineer.

Y. The City Engineer, at the sole expense of The Culver Studios, shall conduct three Traffic Volume Studies of the neighborhood streets listed in Condition X, at the indicated times listed below:

1. Within nine months after the issuance of the Certificate of Occupancy, or 75 percent occupancy of the building(s) covered by the Certificate of Occupancy, whichever occurs first.
2. At least twelve months after completion of the first Traffic Volume Study, listed above, during the next period that is representative of studio activities, as determined by the City Engineer.
3. At 95 percent occupancy of the completed project, including Alternate 2 of Phase C if completed.

Z. If the findings of any of the Traffic Volume Studies in Condition Y are that there has been a significant increase in local street traffic, defined as a one-tenth (0.1) increase in the Traffic Intrusion On Residential Environment (TIRE) Index compared with the initial Baseline Study conditions, The Culver Studios shall assess alternative measures to mitigate the identified traffic increases, and shall present potential measures to the City Engineer for evaluation as to feasibility and appropriateness. Measures deemed feasible and appropriate by the City Engineer shall then be presented by the City Engineer to the residents of the impacted streets and to residents of other streets that may be affected by the secondary impacts of the proposed measures. All measures upon which neighborhood consensus is reached shall be presented to the City Council for approval, and if approved, shall be implemented at the sole expense of The Culver Studios, as provided for in Condition AA.

AA. Before the issuance of the first building permit for the Television Building Complex, The Culver Studios shall deposit with the City the sum of \$75,000 to establish a Neighborhood Protection Fund. This \$75,000 shall be the total amount The Culver Studios must deposit into the Neighborhood Protection Fund and shall be the total amount available to be used for the implementation of approved traffic mitigation measures which result from Condition Z. This fund shall be used for the implementation of approved traffic mitigation measures and not for studies or costs associated with reviews or presentations of the measures.

The Culver Studios shall be responsible for the installation, to the satisfaction of the City Engineer, of all approved measures, and may draw upon the Neighborhood Traffic Protection Fund to pay for the construction of these measures, including necessary traffic striping, signing, and other approved traffic control devices. Design costs shall be paid by The Culver Studios, and shall not be covered by the Neighborhood Protection Fund.

- BB. All sidewalks surrounding the site shall be modified if/as necessary to comply with Americans With Disabilities Act standards.
- CC. Prior to issuance of any Certificate of Occupancy for the Television Building Complex project, the southerly gate on Ince Boulevard (Gate 4) for the Main Lot shall be widened to the satisfaction of the City Engineer and City Planner. Following this widening, all studio trucks parked southbound on Ince Boulevard past the studios Gate 3 on Ince Boulevard shall be required to turn into Gate 4 then travel northward through the studio lot, and exit northbound from the northern most gate (Gate 2) on Ince Boulevard. All studio trucks parked northerly of Gate 3 shall be required to turn into Gate 3 to exit northbound from Gate 2.
- DD. The Studio shall retain the existing and/or plant new street trees on the south side of Washington Boulevard as required by the City in coordination with the Downtown Streetscape and East Washington Boulevard Streetscape Design Plans. Subject to the approval of the property owner of 9000 Washington Boulevard, street trees shall be planted along the entire block between Ince Boulevard and Higuera Street.
- EE. Within 90 days after City Council approval of Amendment No. 3 to Comprehensive Plan, CP No. 87-01, revised building elevation plans that meet the City Planner's approval as to three-dimensional detailing and ornamentation of all roof penthouse structures and for the Lindblade Street building elevation (e.g., balconies, tile features, etc.) shall be required.

- II. The following conditions shall apply only to The Culver Studios Main Lot property.
- A. All applicable development standards and improvements in Planning Commission Resolution No. 86-P039 (Comprehensive Site Plan Review Development Standards) shall be met, except as otherwise specified herein.
 - B. No parking stall or parked vehicle shall encroach into the emergency access aisle located between Buildings H and I and Stages 2, 3, and 4 as such aisle is established by the Fire Marshal.
 - C. No parking of any vehicle shall be permitted adjacent to sound stages, except as approved by the Fire Marshal.
 - D. Except for emergency vehicles, there shall be no pedestrian or vehicular ingress or egress permitted along Van Buren Place.
 - E. Turning movement restriction signs shall be posted and maintained at all driveways along Washington Boulevard as required by the City Planner and the City Engineer. Left turn exit only signs shall be posted and maintained at the northern most exit driveway on Ince Boulevard.
 - F. No required parking space shall be used for parking vehicles or trailers kept or used for studio activities. Vehicles kept or used for studio activities shall only be parked in nonrequired parking areas as may be approved by the Fire Marshal. Any vehicle so used as to create an additional parking demand as determined by the City Planner shall not be permitted to park anywhere on the site without prior City Planner approval.
 - G. At such time as the fence between Stages 11 through 14 and adjoining Van Buren Place residences requires replacement, such replacement shall be a wall matching then existing interior property line walls elsewhere on the site.

- H. Under the Design For Development For The Culver Studios Area, 485 parking spaces are required for the stage use component on the Main Lot. Notwithstanding this requirement, the City defers the Studio's obligation to provide 100 of these parking spaces onsite unless and until there are parking deficiencies found by the City to be causing significant adverse impacts on traffic flow and safety in the neighborhoods immediately adjacent to the site. Pursuant to the same procedure used for the adoption of this comprehensive plan, and based on a finding of parking deficiencies, the City may require all or any portion of the 100 deferred parking spaces to be provided within a reasonable time.
- I. As approved by the City Engineer:
1. The westerly driveway on Washington Boulevard shall be available for all components of studio traffic. Entry and exit shall be right turn only with one lane in each direction.
 2. The easterly driveway on Washington Boulevard shall be for right turn exit only and shall be one lane wide.
 3. The northerly driveway on Ince Boulevard shall be for right turn or left turn entry (two lanes) and left turn only exit (one lane).
 4. The driveway on Ince Boulevard immediately south of Krueger Street shall be for right turn and left turn entry and exit (all movements) and shall have two lanes in each direction.
- J. If buses are used to transport worker or live audience members, those buses shall only be parked on the studio lot.
- K. Light standards shall not exceed the height of the closest studio perimeter wall, but in no case 8 feet.
- L. No use of Stages 5 and 6 for live audience tapings shall be permitted unless The Culver Studios keeps in full force Conditional Use Permit, CUP No. 87-11, for shared parking.
- M. Live audiences shall only be permitted to exit from the Washington Boulevard westerly gate, except for people being transported by buses.
- N. As feasible, additional landscaping shall be provided along the Ince Boulevard side of the studio lot.

- O. The 84 blocked access parking spaces in the subterranean parking structure may only be counted towards fulfilling the studio's parking requirements as long as Conditional Use Permit, CUP No. 92-02, for tandem parking remains valid.
- P. If Conditional Use Permit, CUP No. 92-02 for tandem parking become null and void, then the studio shall provide 84 prime access parking spaces in a manner and location approved by the City, or reduce the square footage and/or use of the studio lot improvements by an amount equivalent to the parking requirement for 84 parking spaces as determined by the City.
- Q. An exterior elevator may encroach approximately 9 feet into the required setback along the rear of the Stage 2, 3, and 4 building, provided that it is designed to not permit views from the elevator car, to minimize noise, and to be compatible with the exterior of the building, all as meet the City Planner's approval.

III. The following conditions shall apply to the entire Comprehensive Plan site.

- A. Compliance with the requirements of these conditions will require a close degree of cooperation between the City and The Culver Studios and the continuing development of the Site in accordance with these conditions may demonstrate that clarifications are appropriate. Therefore, if, from time to time, the City and The Culver Studios determine that clarifications or interpretations are necessary or appropriate, they may effect such clarifications through operating memoranda approved by the City and The Culver Studios. Following execution, each memorandum shall become a part of these conditions. The execution of an operating memorandum in accordance with this Subsection A shall not constitute an amendment to these conditions and shall not require public notice or hearing. The Chief Administrative Officer, in consultation with the City Attorney, shall be authorized to determine, on behalf of the City, whether a requested clarification or interpretation is appropriate and the Chief Administrative Officer shall be authorized to execute any operating memorandum on behalf of the City.

B. The master sign program for The Culver Studios shall consist of the following:

1. No new signs or graphics visible from adjoining streets or properties shall be permitted on the Main Studio Lot, except as may be approved by the City Planner, or upon referral by the City Planner to the Planning Commission, approved by the Planning Commission. Under this provision, the City Planner and the Planning Commission shall only approve additional signs deemed essential to studio operations and compatible with their surroundings.
2. A detailed sign plan for the Television Building Complex shall be submitted for review and approval by the City Planner. The detailed sign plan shall comply with the conceptual sign plan file dated December 9, 1993. If the detailed sign plan proposes any additional major signs, excluding traffic directional signs, then Planning Commission review and approval shall be required.

C. Within 90 days after City Council approval of Amendment No. 3 to Comprehensive Plan, CP No. 87-01:

1. A permanent waste reduction coordinator shall be designated to work with the City Sanitation Division in reducing waste generated within the comprehensive plan area.
2. The studio shall develop a comprehensive waste management plan to the satisfaction of the Resource and Sanitation Manager which addresses source reduction, recycling, reuse, composting, and hazardous waste management. The plan shall also include provisions for collection, storage, and removal of materials, and detailed information as to how the studio will achieve the state mandated goal of reducing the amount of waste that goes to landfills.

- D. Within 90 days after City Council approval of Amendment No. 3 to Comprehensive Plan, CP No. 87-01:
1. The Culver Studios shall expand their current Transportation Demand Management Program to include all people who will be employed within the studio's office building complex located on Lots A, B, and C of Tract 4419. The expanded Transportation Demand Management Program shall conform to the provisions of Chapter 39 of the Municipal Code, and in addition, shall provide for:
 - a. A Transportation Coordinator for The Culver Studios located within the comprehensive plan area or in offices within immediate walking distance of the comprehensive plan area.
 - b. Locker rooms for cyclists and walkers.
 - c. Shuttle services to Sony Pictures Studios, nearby shopping, restaurant and service establishments, and to transit transfer stations established in the future. The Culver Studios may coordinate with Sony Picture Studios in providing the shuttle service, but shall remain responsible to ensure that the service is maintained no matter the status of the Sony Picture Studios' service.
 - d. An annual report to be submitted to the City Planner and the Transportation Director regarding all trip reduction measures and programs, including the AQMD Regulation 15 Program, Culver City Municipal Code Chapter 39 compliance, and any other trip reduction measures required under this comprehensive plan approval.
- E. Onsite parking shall be provided free of charge, and all employees and visitors shall be instructed and reminded as necessary to park onsite.
- F. An 8½ by 14-inch reproducible "as built" site plan for both the Main Lot and the Television Building Complex site shall be furnished to the Planning Division prior to issuance of a final Certificate of Occupancy for each phase of the Television Building Complex.

**EXHIBIT B TO RESOLUTION No. 94-R055
MITIGATION MONITORING PROGRAM
FOR THE CULVER STUDIOS COMPREHENSIVE PLAN
CP NO. 87-01, AMENDMENT NO. 3**

Condition Number of Resolution No. 94-R055	Responsible Division	Time/Completion
Section I, A	Planning	Certificate of Occupancy
Section I, B	Planning and Engineering	Certificate of Occupancy
Section I, C	Planning	Certificate of Occupancy
Section I, D	Planning	Certificate of Occupancy
Section I, E	Planning	Certificate of Occupancy
Section I, F	Planning and CCRA	Schedule of Performance
Section I, G	Fire, Public Works and Planning	Certificate of Occupancy
Section I, H	City Attorney	Building Permits
Section I, I	Fire	During Construction
Section I, J	Building	Certificate of Occupancy
Section I, K	Public Works	Certificate of Occupancy
Section I, L	Fire	Certificate of Occupancy
Section I, M	Building	Certificate of Occupancy
Section I, N	Fire	Certificate of Occupancy
Section I, O	Planning	During Construction
Section I, P	Public Works	Certificate of Occupancy
Section I, Q	Public Works	Certificate of Occupancy
Section I, R	Planning and Public Works	Certificate of Occupancy
Section I, S	Public Works	Certificate of Occupancy
Section I, T	Public Works	Certificate of Occupancy
Section I, U	Planning	Ongoing
Section I, V	Planning	Certificate of Occupancy
Section I, W	Public Works	During Construction
Section I, X	Public Works	Within 120 days of City Council Approval
Section I, Y	Public Works	As Specified
Section I, Z	Public Works	As Specified
Section I, AA	Public Works and Planning	Before First Building Permit is Issued
Section I, BB	Public Works	Certificate of Occupancy
Section I, CC	Public Works and Planning	During Construction
Section I, DD	Planning	As Specified
Section I, EE	Planning	Within 90 days of City Council Approval of Amendment No. 3 to CP No. 87-01

Condition Number of Resolution No. 94-R055	Responsible Division	Time Completion
Section II, A	Planning	Certificate of Occupancy
Section II, B	Fire	Ongoing
Section II, C	Fire	Ongoing
Section II, D	Public Works	Ongoing
Section II, E	Public Works	Ongoing
Section II, F	Planning	Ongoing
Section II, G	Planning	As Specified
Section II, H	Planning	As Specified
Section II, I	Public Works	Ongoing
Section II, J	Planning	Ongoing
Section II, K	Building	Ongoing
Section II, L	Planning	Ongoing
Section II, M	Planning	Ongoing
Section II, N	Planning	Ongoing
Section II, O	Planning	Ongoing
Section II, P	Planning	Ongoing
Section II, Q	Building	As Specified
Section III, A	CAO	As Specified
Section III, B	Planning	Certificate of Occupancy
Section III, C	Public Works	Within 90 days after City Council Approval of Amendment No. 3 to CP 87-01
Section III, D	Planning	Within 90 days after City Council Approval of Amendment No. 3 to CP 87-01
Section III, E	Planning	Ongoing
Section III, F	Planning	Certificate of Occupancy

CHAPTER 17.560 - COMPREHENSIVE PLANS

Sections:

- 17.560.005 - Purpose
- 17.560.010 - Applicability
- 17.560.015 - Application Filing, Processing, and Review
- 17.560.020 - Findings and Decision
- 17.560.025 - Comprehensive Plan Modifications, Major and Minor
- 17.560.030 - Conditions of Approval
- 17.560.035 - Post Approval Procedures

17.560.005 - Purpose

This Chapter provides procedures for reviewing Comprehensive Plans that allow for flexibility in the application of zoning code standards to proposed development. The purpose is to allow consideration of innovation in site planning and other aspects of project design, and more effective design responses to site features, uses on adjoining properties, and other impacts than the zoning code standards would produce without adjustment.

17.560.010 - Applicability

An application for a Comprehensive Plan shall be filed with the Division when required for development in the PD Zone in compliance with Chapter 17.240 (Planned Development Zoning Districts). Comprehensive Plans proposed for development within the OS Zone shall comply with Section 17.250.030 (Open Space District Requirements) in addition to the requirements of this Chapter.

17.560.015 - Application Filing, Processing, and Review

- A. **Filing.** An application for a Comprehensive Plan shall be completed, filed, and processed in compliance with Chapter 17.500 (Applications, Processing, and Fees). The application package shall include all information specified in the application, any applicable Division handout, and any additional information required by this Title or the Director in order to conduct a thorough review of the proposed project. It is the responsibility of the applicant to establish evidence in support of the findings required by Section 17.560.020 (Findings and Decision), below; or, the findings required by Subsection 17.250.030.E. (Comprehensive Plan Findings) for the OS Zone.
- B. **Comprehensive Plan Requirements.** All Comprehensive Plans shall be prepared and endorsed by a professional team which shall include a licensed landscape architect, a registered civil engineer and a licensed architect, as applicable, and shall include, but not be limited to the following:
 - 1. Site plan showing building(s), various functional use areas, parking and circulation.

2. Description of development standards, which may include, but not be limited to, building heights, setbacks and parking requirements.
 3. Preliminary building plans, including floor plans and exterior elevations.
 4. Landscaping plans, including a plant palette.
 5. Lighting and signage plans.
 6. Civil Engineering plans, including site grading, public rights-of-way improvements, drainage, trash/recycling areas, and public utility extensions, as necessary.
 7. Proposed use and occupancy, construction type, building height and area of each building or structure, and proposed distances between buildings or structures, and setbacks to property lines.
 8. Other information or applicable materials as may be deemed necessary by the Director.
- C. **Notice and Hearings.** Notice and hearings regarding an application for a Comprehensive Plan or a modification to an approved Comprehensive Plan shall be provided in compliance with Chapter 17.630 (Public Hearings and Administrative Review).
- D. **Review Authority.** A Comprehensive Plan shall be approved by the adoption of an ordinance or disapproved by a resolution of the Council after consideration of the Commission's recommendation.

17.560.020 - Findings and Decision

The Commission, in conjunction with a public hearing, shall review and make recommendations to the Council regarding the Comprehensive Plan. The Council, after a public hearing, may approve, conditionally approve or disapprove a Comprehensive Plan. A Comprehensive Plan may be approved provided the facts submitted and evaluated during the review process support the following findings or the findings required by Subsection 17.250.030.E. (Comprehensive Plan Findings) for the OS Zone.

- A. The proposed Comprehensive Plan can be substantially completed within 4 years.
- B. The proposed development is capable of creating an environment of sustained desirability and stability or adequate assurance will be provided such objective will be attained.
- C. The proposed uses will not be substantially detrimental to present and potential surrounding uses but will have a beneficial effect.
- 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.
- E. The proposed development is compatible with the surrounding area.

- F. The types and locations of any proposed commercial development can be economically justified.
- G. The Comprehensive Plan is in conformance with the General Plan, or a concurrent General Plan amendment is in process.
- 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.
- I. Existing and proposed utility services are adequate for the proposed uses.
- J. The Comprehensive Plan has complied with all applicable City requirements.

17.560.025 - Comprehensive Plan Modifications, Major and Minor

- A. Major changes or alterations to an approved Comprehensive Plan shall be considered by the Commission at a public hearing which shall make recommendations to the Council. The Council may then approve, conditionally approve or disapprove the proposed changes or alterations, after a public hearing.
- B. The Director may administratively approve minor changes or alterations to an approved Comprehensive Plan, subject to appeal pursuant to Chapter 17.640 (Appeals); provided, that the Director makes the following findings:
 - 1. The proposed changes are consistent with the intent of the approved Comprehensive Plan;
 - 2. The proposed changes will not adversely impact the environment;
 - 3. The proposed changes will not be detrimental to the surrounding uses;
 - 4. The proposed changes will not significantly increase traffic levels on existing streets and thoroughfares within and surrounding the development; and
 - 5. Any proposed change, which requires exception from standard ordinance requirements, is warranted by the design and amenities incorporated into the approved Comprehensive Plan.
- C. If the Director determines the above findings cannot be made, then the request shall be considered a major change and referred to the Commission for review at a public hearing and for Council review at a public hearing.
- D. Maintenance, rehabilitation, renovation, and reconstruction of existing structures, that will not alter the site plan, shall not require a Comprehensive Plan or any Comprehensive Plan modification, minor or major.
- E. All determinations required by this subsection are subject to appeal pursuant to Chapter 17.640 (Appeals).

17.560.030 - Conditions of Approval

The Council may approve a Comprehensive Plan in compliance with Section 17.540.020 (Findings and Decision), and may impose conditions upon the project including, but not limited to, the City's "Comprehensive Standard Conditions of Approval for Site Plan Review and Other Discretionary Planning and Zoning Applications," as adopted by the Commission to ensure that the project will meet all of the required findings. Conditions may relate to both on- and off-site improvements that are reasonable and necessary to mitigate project-related impacts, and to carry out the purpose and requirements of the Comprehensive Plan and all applicable development standards and design guidelines.

Nothing in this Chapter shall preclude the Commission from recommending, and the Council from approving a Comprehensive Plan in concept only and requiring subsequent discretionary review of that Comprehensive Plan.

17.560.035 - Post Approval Procedures

Procedures relating to appeals, notices, revocations and modifications as identified in Article 6 (Zoning Code Administration), in addition to those identified in Chapter 17.595 (Permit Implementation, Time Limits, and Extensions), shall apply following the approval of a Comprehensive Plan application.

The Council may modify any provisions of this Section after consideration of the Commission recommendations.