

RESOLUTION NO. 2016-P009

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, (1) APPROVING SITE PLAN REVIEW, P2015-0127-SPR AND ADMINISTRATIVE USE PERMIT, P2015-0127-AUP; AND (2) RECOMMENDING TO THE CITY COUNCIL APPROVAL OF DENSITY BONUSES AND OTHER BONUS INCENTIVES P2015-0127-DOBI AND TENTATIVE TRACT MAP, P2015-0127-TTM, FOR A PROPOSED MIXED USE PROJECT CONSISTING OF A 5-STORY BUILDING WITH 37 MULTI-FAMILY RESIDENTIAL DWELLING UNITS ABOVE 7,206 SQUARE FEET OF GROUND FLOOR RETAIL COMMERCIAL SPACE WITH SURFACE AND SUBTERRANEAN PARKING THAT WILL INCLUDE TANDEM PARKING SPACES IN THE SUBTERRANEAN AREA AT 12803 WASHINGTON BOULEVARD IN THE COMMERCIAL GENERAL (CG) ZONE.

(Site Plan Review, Density Bonuses and Other Bonus Incentives, Administrative Use Permit, and Tentative Tract Map, P2015-0127-SPR, -DOBI, -AUP, and -TTM)

WHEREAS, on October 28, 2015, Axis Mundi RE II, LLC (the "Applicant") filed a Site Plan Review (SPR) and Administrative Use Permit (AUP) application to allow a mixed use project consisting of 27 multi-family residential dwelling units above 7,293 square feet of ground floor retail commercial space with surface and subterranean parking, including public parking and tandem parking; and,

WHEREAS, On March 23, 2016 and May 18, 2016 the Applicant revised the application to include a request for a Density Bonuses and Other Bonus (DOBI) Incentives application and a Tentative Tract Map (TTM) application that results in a proposed five-story mixed use development consisting of 37 multi-family residential dwelling units, including three very low income dwelling units and 7,206 square feet of ground floor retail commercial space, surface and subterranean parking, including public parking and tandem parking spaces (the "Project"), The Project site is located at 12803 Washington Boulevard and is described as Lots 55 through 63 of Tract No. 5951 and with Los Angeles County Assessors Numbers 4236-021-080, 081, 082 and 083, in the City of Culver City, County of Los Angeles, State of California; and,

1  
2 WHEREAS, in order to implement the proposed Project, approval of the following  
3 applications are required:

4 1. Site Plan Review: To ensure the Project is in compliance with all required  
5 standards and City ordinances and establish all onsite and offsite conditions of approval to  
6 reflect the site features and compatibility of the proposed Project with the uses on adjoining  
7 properties; and,

8 2. Density Bonuses and Other Bonus Incentives: To ensure implementation of State  
9 law requirements for density bonuses and other bonus incentives and the goals and policies of  
10 the Housing Element of the City's General Plan;

11 3. Administrative Use Permit: To ensure that the use of tandem parking spaces for  
12 some of the Project's required parking is in compliance with all required standards and City  
13 ordinances and establish conditions of approval to ensure the use is compatible with the Project  
14 site and surrounding area; and,

15 4. Tentative Tract Map: To ensure the subdivision complies with State and local  
16 subdivision law and ordinances.

17 WHEREAS, on July 27, 2016, after conducting a duly noticed public hearing on the  
18 subject applications, including full consideration of the applications, plans, staff report,  
19 environmental information and all testimony presented, the Planning Commission (i) by a vote  
20 of 5 to 0, adopted a Negative Declaration, in accordance with the California Environmental  
21 Quality Act (CEQA), finding the Project will not result in significant adverse environmental  
22 impacts; and (ii) by a vote of 5 to 0, conditionally approved Site Plan Review P2015-0127-  
23 SPR and Administrative Use Permit P2015-0127-AUP; and (iii) by a vote of 5 to 0,  
24 recommended to the City Council approval of Density Bonuses and Other Bonus Incentives,  
25 P2015-0127- DOBI and Tentative Tract Map, P2015-0127- TTM, as set forth herein below.

26 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER  
27 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:  
28  
29

1 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City

2 Municipal Code (CCMC), the following findings are hereby made:

3 **Site Plan Review:**

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

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

12 The general layout of the Project is consistent with the Commercial General (CG) zoning  
13 district and the Mixed Use Development Standards. The Project incorporates continuous  
14 ground floor retail along Washington Boulevard to create a pedestrian friendly  
15 commercial streetscape with the corner space at the west end separated with an 11 foot  
16 wide walkway connecting the rear parking area with the Washington Boulevard frontage.  
17 The residential portion is consistent with mixed use standards with units located above  
18 the ground floor retail thereby separated by the commercial activity. Open space is  
19 provided for each dwelling unit with open space areas equaling or exceeding minimum  
20 code standards. Use of roof top decks, balconies along the front and rear, a podium  
21 level open and planted courtyard, and balcony catwalks at upper levels leading to front  
22 entrances result in substantial residential open spaces with sufficient light and air  
23 circulation.

24 Vehicular and pedestrian access and circulation are achieved with separate vehicle  
25 entrances for the subterranean and street surface parking areas and sufficient elevator,  
26 staircase, sidewalk, courtyard, and balcony catwalk areas for pedestrians. A ramp from  
27 Moore Street leads to subterranean gated residential parking and open commercial  
28 parking. A driveway on the opposite side at Meier Street leads to surface commercial  
29 and metered public parking with no access at Moore Street thereby eliminating conflicts  
with vehicles accessing the subterranean parking. Elevators and stairs lead to all levels  
of the Project ensuring pedestrian access while a security code system is used to ensure  
residential levels above the ground floor are not available to commercial users. Parking  
for both the commercial and residential portions are consistent with the Culver City  
Municipal Code (CCMC) and State Density Bonus Law (DBL) while commercial loading  
is provided adequately by curbside loading on at least one of the two side streets.

Height and setbacks are not consistent with the Zoning Code. However, concessions  
granted the developer on height and setback standards in return for three very low  
income residential units are consistent with DBL and Culver City's Land Use and  
Housing Element objectives of providing affordable housing through incentive strategies

1 (as discussed in further detail in the Density Bonuses and Other Bonus Incentives  
2 findings below).

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

8 The building mass and scale has been designed to be compatible with the adjacent  
9 commercial uses along Washington Boulevard and nearby multi-family residential uses  
10 north of the Project site. The Project has been designed to conform to all applicable  
11 provisions of the Mixed Use Development Standards, Commercial General (CG) Zone,  
12 and all other applicable City development standards, except for height and setback  
13 concessions consistent with DBL. Modern in design, the mixed use building is  
14 dominated by straight lines with intentionally staggered vertical and horizontal segments  
15 creating a varying articulation. Portions of interior floor spaces and balcony decks are  
16 offset from each other as well as roof top decks partially covered with roofing extending  
17 from fifth level mezzanines that result in the absence of straight walls. This kind of "in  
18 and out" and "up and down" pattern helps to soften the massing of an otherwise straight  
19 wall at a height of 56 feet attracting the viewer to the lines and architecture instead of its  
20 height and bulk.

21 The majority of the building makes use of white stucco broken vertically with copper  
22 colored façade panels that run the whole height of the building from the second level up.  
23 Exposed concrete is limited to the ground level along the alley facing rear and the side  
24 street frontages. The units make use of substantial glazing allowing natural sunlight.  
25 The ground floor commercial frontage will have full height glazing along the length of  
26 Washington Boulevard. This will allow for full exposure of the retail area to the street  
27 for both pedestrians and motorist driving by the Project site. Metal screening is used in  
28 the rear along the alley at the ground level to limit exposure of the ground level surface  
29 parking and along the face of the exterior east elevation staircase.

30 The building makes use of full height along the street fronting property lines with no  
31 setbacks but with articulated surfaces as noted above. Along the rear facing residential  
32 uses to the north there are step backs on the upper floors in a tiered fashion.  
33 The architecture as described above results in the Project's massing oriented towards  
34 Washington Boulevard and the commercial portions of Meier and Moore Streets. The  
35 step backs at the rear facing residential apartments across the alley help to reduce visual  
36 impacts. Overall the area along Washington Boulevard where the Project is located is  
37 populated by older buildings lacking architectural uniqueness. Although higher and  
38 more massive than these other surrounding buildings, the mixed use Project will  
39 introduce a new aesthetically pleasing building that offers well-articulated surfaces  
40 combined with a simple material and color palette.

41 **C. The landscaping, including the location, type, size, color, texture, and coverage**

1 of plant materials, provisions for irrigation, and protection of landscape elements  
2 has been designed to create visual relief, complement structures, and provide an  
3 attractive environment and is consistent with the purpose and intent of this  
4 Chapter, the requirements of the zoning district in which the site is located, and  
5 with all applicable development standards and design guidelines.

6 The proposed landscaping meets Zoning Code requirements and provides a visual relief  
7 that also acts to complement the use of the building's finishes. The interior courtyard  
8 will contain potted planting including palm trees and shrubs. In addition, there are  
9 benches and water feature. A planter box is located at the rear of the building facing  
10 the alley to help soften the rear parking area exposed to the residences to the north.  
11 The planter box will include vine type plant material installed to grow on a vertical grid  
12 frame. There will be five new street trees planted along the east side of the Washington  
13 Boulevard frontage and one new street tree on Moore Street. Further, there will be  
14 planter boxes along the sidewalks that are over subsurface encroachments. Although  
15 there is limited area for landscaping on the subject site, the proposed landscaping will  
16 provide some visual relief to the buildings massing and complements the sites  
17 streetscape and provides some screening for neighboring residential properties.

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 portion of the Project will not result in conflicts  
23 with uses in the existing adjacent residential neighborhood and commercial area. The  
24 Project has been designed to conform to all applicable provisions of the Mixed Use  
25 Development Standards, Commercial General (CG) Zone, all City development  
26 standards, and State Density Bonus Law. The building mass and scale is consistent  
27 with the base zoning height and setback allowances and has been designed to be  
28 compatible with the adjacent commercial uses along Washington Boulevard and  
29 adjacent three-story multi-dwelling residential uses. A zero setback along Washington  
Boulevard and a tiered rear step back along the alley shifts the Project's massing  
towards Washington Boulevard, providing a pedestrian oriented streetscape with  
storefront glazing along the boulevard. The proposed commercial space fronting  
Washington Boulevard will reinforce and complement, rather than conflict with, the  
existing commercial uses along Washington Boulevard. This new commercial space  
will encourage active use of the site by nearby residential and commercial occupants.  
Separation of the subterranean residential parking from the commercial parking will  
ensure security for residential users. Further, separate driveways for the surface and  
subterranean parking will eliminate on-site conflicts and with upgrades in the turning  
radii at the two Project street corners, traffic will flow easier thereby improving vehicular  
circulation in the overall area. The vehicle and pedestrian access points along with the  
adequate on-site parking, including public parking will lessen the possibility of  
interference with the use and enjoyment of adjacent residential and commercial areas  
and future development and will reduce the possibility of vehicular or pedestrian

1 hazards.

2 The overall improvement of converting an unutilized, vacant lot to an economically  
3 functioning modern building with commercial and residential users is consistent with the  
4 City's intent to assure the on-going viability of its commercial corridors and is in the best  
interest of the public health, safety, and general welfare.

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

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

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

17 The Culver City General Plan Land Use Element designates the property as General  
18 Corridor. The property is zoned General Commercial which permits the proposed mixed  
19 use development. The application does not include any variance or request to amend  
20 the General Plan or Zoning designation. This commercial activity along with the  
21 residential aspect of the mixed use Project is consistent with General Plan Land Use  
22 Objective 24 which calls for protection and enhancement of residential and business  
23 uses within the City's Western Sub-Area. The Project is consistent with General Plan  
24 Land Use Objective 5 – Economic Diversity – because the new ground floor retail space  
25 will encourage new business opportunities that will expand Culver City's economic base.  
26 The Project is consistent with General Plan Land Use Objective 6 – Commercial  
27 Corridors – because the mixed use development will revitalize the physical character  
28 and economic wellbeing of this specific commercial corridor that is characterized by  
29 underutilized or vacant buildings or lots. The Project is consistent with Housing Element  
Objective 2 – Housing Supply/Policy 2.D – because it will promote mixed use residential  
development in an area that allows mixed use while being sensitive to adjacent  
residential uses. Policy 2.D also calls for reinforcing the commercial nature of the area  
which the ground floor retail accomplishes. The Project is consistent with Objective 3  
of the Land Use Element which encourages affordable housing because the Project is  
providing three very low income affordable units. The granting of a density increase and  
a concession or relief from the Zoning Code required setbacks and height limit is  
consistent with Land Use Element Policy 3.A and Housing Element Policy 3A that call  
for providing incentives for the development of new affordable housing consistent with  
State Density Bonus Law.

1 **Density Bonuses and Other Bonus Incentives:**

2 As outlined in CCMC Title 17, Section 17.580.020, the following required findings for a Density  
3 Bonus and Other Bonus Incentives are hereby made:

4 **A. The project would be compatible with the purpose and intent of the General Plan  
5 and the provisions of this Title.**

6 The mixed use Project with ground floor commercial retail uses is consistent with  
7 General Plan Land Use Objective 24, Objective 5, and Objective 6, because it will  
8 protect and enhance residential and business uses within the City's Western Sub-Area,  
9 encourage new business opportunities, and revitalize the physical character and  
10 economic wellbeing of this specific commercial corridor. This Project is consistent with  
11 the General Plan Housing Element which calls for an increase in the City's housing  
12 stock, especially affordable housing. The City's allocation for the current California State  
13 Regional Housing Needs Assessment (RHNA) cycle is 185 units. Of those 185  
14 expected units, 24 are targeted for very low income households and 77 are targeted for  
15 market rates. This Project will address a portion of Culver City's share of the RHNA by  
16 constructing 34 market rate units and three very low income affordable units. The  
17 Project is consistent with Housing Element Objective 2 – Housing Supply/Policy 2.D –  
18 because it will promote mixed use residential development in an area that allows mixed  
19 use while being sensitive to adjacent residential uses. Policy 2.D also calls for  
20 reinforcing the commercial nature of the area which the ground floor retail accomplishes.  
21 The Project is consistent with Objective 3 of the Land Use Element which encourages  
22 affordable housing because the Project is providing three very low income affordable  
23 units. The granting of a density increase and a concession or relief from CCMC required  
24 setbacks and height limit is consistent with Land Use Element Policy 3.A and Housing  
25 Element Policy 3A that call for providing incentives for the development of new  
26 affordable housing consistent with State Density Bonus Law. The Project is consistent  
27 with Housing Element Policy 3.B which calls for support of affordable housing  
28 development by private developers. The Project is consistent with General Plan  
29 Housing Element Measure 4.A. which calls for the City to work with developers who wish  
to process DOBI applications.

22 The density increase from 35 to 50 dwelling units per acre is consistent with the March  
23 10, 2008, City Council adopted resolution number 2008-R015 establishing a Community  
24 Benefit Incentive Program in connection with the Mixed Use Development Standards  
25 (Community Benefits). The developer is providing 21 public, metered parking spaces  
26 as a community benefit in return for increased density. Further, the density increase  
27 that results in three very low income affordable dwellings is consistent with state and  
28 local laws and policies as noted above. These density increases are consistent with  
29 expected thresholds of development and build-out projections as delineated in the  
General Plan Land Use Element, the SCAG 2016-2040 RTP/SCS, the SCAG/HCD  
Regional Housing Needs Assessment for the 2013-2021 Housing Cycle, and the  
SCAQMD 2012 AQMP.

1 **B. The project will not be detrimental to the public interest, health, safety, or general**  
2 **welfare, or injurious to persons, property, or improvements in the vicinity and**  
3 **zoning district in which the property is located.**

4 The site provides adequate onsite circulation and parking in compliance with all Zoning  
5 Code and State Density Bonus Law requirements and will not produce any vehicular or  
6 pedestrian hazards. No off-site circulation hazards are presented by the proposed  
7 Project since access points are designed to ensure elimination of conflicts between  
8 vehicles entering the surface parking and vehicles entering the subterranean parking.  
9 Adequate sidewalks, elevators, and interior courtyards and walkways assure pedestrian  
10 access that is separated from the vehicular access points. The use and enjoyment of  
11 neighboring development is not negatively impacted or interfered with, as the building is  
12 separated by a 15 foot wide alley at the rear facing residential areas and the building is  
13 stepped backed from the adjacent residential uses as the building increases in height.

14 Reduction in setbacks and increase in height will not be detrimental to the public interest,  
15 health, safety, and general welfare because such relief of code requirements allowed  
16 under State Density Bonus Law will result in three very low income units, which is  
17 needed in the area. Further, massing of the Project, with the rear step back and build  
18 out to property lines at the front and sides is shifted towards the commercial corridor.  
19 The 56 foot height limit and zero setback at the front and sides is consistent with  
20 Commercial General development standards for non-mixed use commercial buildings  
21 and articulation with balconies and terraces help soften the zero setback at these  
22 elevations that face commercial activity.

23 The Project takes up a whole city block and is bounded by three commercial streets and  
24 an alley with the widths of these public rights of way providing a barrier between the  
25 Project and surrounding properties. Further, rear landscaping, street trees, and potted  
26 plants along sidewalks adjoining the Project will provide an additional buffer between  
27 adjoining properties and the Project, preserving privacy for both Project residents,  
28 Project commercial users, and neighboring properties. The conditions of approval and  
29 compliance with all CCMC requirements and other City standards and guidelines will  
ensure that the proposed Project will not be a detriment 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 use of both Community  
Benefits and State Density Bonus Law density increases will compliment any future  
proposed mixed use projects in nearby commercial properties that may seek to increase  
their density in similar fashion. Further, by increasing housing density on the site and  
providing three affordable housing units and 21 public parking spaces the Project will be  
in the best interest of the public health, and general welfare.

30 **C. The number of dwellings can be accommodated by existing and planned**  
31 **infrastructure capacities.**

1 The site is located in an existing urbanized neighborhood, and is currently vacant.  
2 However, public facilities to the site currently exist and will be upgraded, augmented,  
3 and/or replaced as needed. City review of the Project did not determine that upgrades  
4 to the existing facilities could not be achieved. Further, the existing and proposed public  
5 service facilities necessary to accommodate the Project such as: the width and  
6 pavement of the adjoining streets, traffic control devices, sewers, storm drains,  
7 sidewalks, street lights, proposed street trees, fire protection devices, and public utilities  
8 are provided for adequately as confirmed by the City agencies that reviewed the Project  
9 during the interdepartmental review process. Finally, the Project will result in upgrades  
10 to the three surrounding streets' surfacing, curbs, gutters, and sidewalks.

11 **D. Adequate evidence exists to ensure that the development of the property would  
12 result in the provision of affordable housing in a manner consistent with  
13 Government Code, Section 65915, or as may be amended, and the purpose and  
14 intent of this Title.**

15 The Project's base density per the Zoning Code after community benefits as allowed  
16 under Mixed Use standards is 27 units. Based on State Density Bonus Law, the  
17 applicant is requesting a 35% density increase in return for reservation of at least 11%  
18 of the total base density units for very low income households. The Project proposes a  
19 density increase of 10 units for a total of 37 units. Eleven percent of the base 27 units  
20 will be made affordable to very low income households or individuals. This equates to  
21  $11\% \times 27 = 2.97$  or three units. The Project will result in 37 units with three of those 37  
22 units covenanted for 55 years for very low income individuals or households. The  
23 covenant requiring affordability for 55 years will be a Project condition. Adequate  
24 evidence exists to ensure that the development of the property would result in the  
25 provision of affordable housing in a manner consistent with Government Code, Section  
26 65915.

27 **E. There are sufficient provisions to guarantee that the designated dwelling units  
28 would remain affordable in the future.**

29 The Project will result in 37 units with three of those 37 units covenanted for 55 years  
for very low income individuals or households. The covenant requiring affordability for  
55 years will be a Project condition and will be administered by the City's Housing  
Authority to ensure compliance with State affordable housing law including residents of  
these units meeting very low income criteria for.

**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:

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

1 The existing Commercial General (CG) zoning designation allows the proposed tandem  
2 parking use subject to an Administrative Use Permit as outlined in CCMC Section  
3 17.320.035.C.1.b, and the proposed tandem parking layout complies with all other  
4 applicable provisions regarding parking design and layout guidelines.

5 **B. The proposed use is consistent with the General Plan and any applicable Specific  
6 Plan.**

7 The proposed use of tandem parking is required to facilitate the development of the  
8 residential portion of the mixed use Project and is consistent with the "General Corridor"  
9 General Plan Land Use Designation. The General corridor designation encourages a  
10 range of uses including medium density housing (as part of mixed use) compatible with  
11 adjacent residential neighborhoods. Each pair of tandem spaces will be assigned to  
12 one residential unit and the tandem parking will facilitate the full use of the residential  
13 condominiums.

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

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

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

29 The generally flat configuration of the site, the vehicular access to the site from side  
streets intersecting Washington Boulevard and the exiting of the site onto those  
intersecting streets, the adequate design of the ramp down into the subterranean  
parking where the tandem parking is located, and the proposed onsite parking  
configuration is physically suitable to accommodate tandem parking. The tandem  
parking is compatible with the adjoining commercial and residential uses because of its  
secured nature and the assignment of pairs to one unit each which will lessen parking  
impacts by the Project on adjoining commercial and residential neighborhoods. The  
tandem parking will not impact any utilities and there are no physical constraints that  
would prevent the use of tandem parking.

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

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

9 **Tentative Tract Map:**

10 As outlined in CCMC Title 15, Section 15.10.260 and 15.10.265.D, the following required  
11 findings for a Tentative Tract Map (Tentative Tract Map No. 65473) are hereby made:

12 **1. The proposed map is consistent with applicable general and specific plans.**

13 The General Plan Land Use Element designates the site as General Corridor, which  
14 corresponds to the Commercial Genial (CG) Zone, and per the Land Use Element is  
15 intended to allow commercial uses and medium density housing opportunities; this  
16 Project is mixed use encompassing both commercial and residential uses. Per the  
17 Zoning Code, lot areas in the CG zone are determined by the subdivision process with  
18 no minimum lot area thereby acknowledging the one lot subdivision of properties for  
19 condominium or air space units. The subject site is consistent with the other commercial  
20 properties that have been subdivided for air space units in the surrounding area; its lot  
21 area will not be modified as a result of the proposed map. Therefore, the proposed map  
22 is consistent with the applicable general plan, and there is no applicable specific plan.

23 **2. The design or improvement of the proposed subdivision is consistent with  
24 applicable general and specific plans.**

25 The design and improvement of the proposed airspace subdivision is in compliance with  
26 applicable general plan objectives and elements. The Project design and improvements  
27 will result in the construction of a mixed use project with ground floor commercial uses,  
28 37 dwellings units above the commercial spaces, and three affordable units on a current  
29 vacant lot. This Project as designed and described is consistent the General Corridor  
land use designation and respects all provisions and development regulations of State  
Density Bonus Law, the Zoning Code, and the General Plan. The application does not  
include any variance or request to amend the General Plan or Zoning designation. The  
ground floor commercial retail will encourage local pedestrian use of the site and the  
new retail space will encourage local 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 that will expand Culver

1 City's economic base. The Project is consistent with General Plan Land Use Objective  
2 6 – Commercial Corridors – because the mixed use development will revitalize the  
3 physical character and economic wellbeing of this specific commercial corridor that is  
4 characterized by underutilized or vacant buildings or lots. The Project is consistent with  
5 Housing Element Objective 2 – Housing Supply/Policy 2.D – because it will promote  
6 mixed use residential development in an area that allows mixed use while being  
7 sensitive to adjacent residential uses through code required on-site parking, metered  
8 commercial parking, 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 Project is consistent with Objective 3 of the Land Use Element which encourages  
11 affordable housing because the Project is providing three very low income affordable  
12 units. The granting of a density increase and a concession or relief from CCMC required  
13 setbacks and height limit is consistent with Land Use Element Policy 3.A and Housing  
14 Element Policy 3A that call for providing incentives for the development of new  
15 affordable housing consistent with State Density Bonus Law.

16 **3. The site is physically suitable for the type of development.**

17 The subject site is a rectangular, generally flat parcel, which measures 240 feet in length  
18 and 100 feet in depth and is approximately 24,022 square feet in area, taking up an  
19 entire City block in the Commercial General (CG) Zone. The site conforms to typical lot  
20 dimensions and lot area required for a mixed use project of this size and is consistent  
21 with the Zoning Code that does not provide a minimum commercial lot area but rather  
22 relies on the subdivision process for this standard. The site is absent of physical or  
23 topographic constraints. The proposed development consists of 37 dwelling units,  
24 commercial ground floor uses, and surface and subterranean parking. The density is  
25 consistent with allowable CG densities, community benefit densities, and State Density  
26 Bonus Law. The site is accessible by means of two driveways and ample pedestrian  
27 sidewalks, elevators, stairs, and courtyard private sidewalks. The site is accessed by  
28 Washington Boulevard, Meier Street, and Moore Street, all commercial streets of  
29 adequate width and carrying capacity. The site is served by necessary utilities.  
Therefore, the subject site is physically suitable for the proposed residential  
development.

30 **4. The site is physically suitable for the proposed density of development.**

31 As noted above, the site's dimensions and area are consistent with commercial mixed  
32 use developments of this size. The proposed development consists of 37 dwelling units,  
33 commercial ground floor uses, and surface and subterranean parking. The density is  
34 consistent with allowable CG densities, community benefit densities, and State Density  
35 Bonus Law. The site is physically suitable and of sufficient size to construct the 37 units  
36 and will provide the State Density Bonus Law required off-street parking and height and  
37 setbacks consistent with State Density Bonus Law concessions regarding these specific  
38 development standards. The Project will be consistent with CCMC requirements and  
39 other City standards for circulation, open space, and related improvements. The

1 proposed condominium subdivision will not result in a change to the allowable density  
2 other than that what is allowed per community benefits and State Density Bonus Law.

- 3 **5. The design of the subdivision or the proposed improvements are not likely to**  
4 **cause substantial environmental damage or substantially and avoidably injure**  
5 **fish or wildlife or their habitat.**

6 The proposed subdivision is only of airspace and not of actual land parcels, and is  
7 designed in conformance with all required Zoning Code standards and State Density  
8 Bonus Law. The subject site is located in an existing urbanized area and there is no  
9 known fish or wildlife habitat on the subject site or surrounding area. Therefore, the  
10 proposed condominium subdivision and improvements will not cause any damage to  
11 any fish or wildlife or their habitat.

- 12 **6. The design of the subdivision or the type of improvements is not likely to cause**  
13 **serious public health problems.**

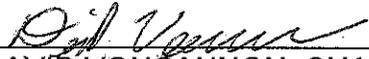
14 The proposed Tentative Tract Map subdivision will not cause any known serious public  
15 health problems. The design of the proposed condominium subdivision is in compliance  
16 with the CG Zone standards and State Density Bonus Law. It has also been conditioned  
17 that the subdivision and proposed improvements must be in compliance with all  
18 applicable federal, state, and local codes and statutes, as well as all conditions of  
19 approval required by reviewing City divisions/departments such as Fire Prevention  
20 Division, Building and Safety Division, and Engineering Division. Further, the site  
21 located in an urbanized setting, was commercially developed in the past, and the  
22 proposed use is commercial and residential, consistent with neighboring properties.  
23 Therefore, the improvements are unlikely to cause any known serious public health  
24 problems.

- 25 **7. The design of the subdivision or the type of improvements will not conflict with**  
26 **easements, acquired by the public at large, for access through or use of, property**  
27 **within the proposed subdivision or alternate easements, for access or for use, will**  
28 **be provided, that are substantially equivalent to ones previously acquired by the**  
29 **public.**

The proposed Tentative Tract Map is for the purpose of creating airspace lots for a  
condominium subdivision and there are no on-site easements. Furthermore, the  
proposed design and the on-site and off-site improvements will not conflict with any  
existing and/or proposed easements. Public right-of-way access and placement of  
utilities will not be affected or impaired by the proposed condominium subdivision. The  
Project will include subsurface encroachments with City required maintenance of those  
subsurface encroachments; these encroachments will be appropriately permitted by the  
City and existing Public right-of-way access as noted above will not be affected.

1 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning  
2 Commission of the City of Culver City, California, hereby; (i) adopts a Negative Declaration, in  
3 accordance with the California Environmental Quality Act (CEQA), finding the Project will not  
4 result in significant adverse environmental impacts; (ii) approves Site Plan Review, P2015-  
5 0127-SPR and Administrative Use Permit, P2015-0127-AUP; and (iii) recommends to the City  
6 Council approval of Density Bonuses and Other Bonus Incentives P2015-0127-DOBI and  
7 Tentative Tract Map P2015-0127-TTM, subject to the conditions of approval set forth in Exhibit  
8 A attached hereto and incorporated in herein by this reference.  
9

10 APPROVED and ADOPTED this 27<sup>th</sup> day of July 2016.  
11  
12  
13  
14

15   
16 DAVID VONCANNON, CHAIRPERSON  
17 PLANNING COMMISSION  
18 CITY OF CULVER CITY, CALIFORNIA

19 Attested by:

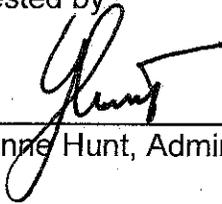
20   
21 Yvonne Hunt, Administrative Secretary  
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
<b>GENERAL</b>				
1.	These Conditions of Approval are being imposed on a <b>5-story mixed use project consisting of 37 multi-family residential dwelling units above 7,206 square feet of ground floor retail commercial space with surface and subterranean parking</b> (the "Project"), for the property located at 12803 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 three years from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 17.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	

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<b>GENERAL</b>				
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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<b>GENERAL</b>				
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.	<p>Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet and shall be increased to an additional 40 square feet for each additional bin required, 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. An 8 foot concrete loading pad in front of the proposed trash enclosure/trash room, 10 foot minimum clear opening with gates for bin access, and separate pedestrian access door for tenant use, shall be provided. Additional grade may be necessary to include a floor drain that leads to the sewer for maintenance purposes.</p> <p>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.</p> <p>A Trash/Recycling Management Plan (Plan) shall be submitted for review and approval by City's Environmental Programs and Operations Manager that demonstrates adequate trash and recycling capacity and compliance with</p>	Public Works/ Fire/ Planning	Standard Special	

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<b>GENERAL</b>				
	Assembly Bills 939, 1826, and 341 waste diversion goals. Elements of the Plan shall include those listed items provided by City representatives on April 21, 2016, at the Project Review Committee meeting.			
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 Marshal; and all other applicable provisions of the CCMC which are adopted and in effect at the time of issuance of a building permit.	Building/ Fire	Standard	
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	Planning	Standard	

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<b>GENERAL</b>				
	Section 17.595.035 – “Changes to an Approved Project”.			
<b>23.</b>	The project shall have a maximum number of 37 dwelling units, 3 of which shall be reserved as affordable, have a maximum height and setbacks, and provide residential parking consistent with Predevelopment Plans approved by the Planning Commission at the July 27, 2016, Planning Commission Meeting and in accordance with DOBI related density increases and concessions.	Planning Econ Develop.	Special	
<b>24.</b>	The project shall have a base density of 27 dwelling units per a previously City Council approved Community Benefits District and the DOBI related density increase shall be based on the base 27 units per a previously City Council approved 11 <sup>th</sup> Implementation Agreement to the site’s original Disposition and Development Agreement.	Planning Econ Develop.	Special	
<b>25.</b>	<p>a. Secure bicycle parking shall be provided to accommodate a minimum of Fifteen (15) bicycles, to meet the bicycle parking requirements for the project. The bicycle parking shall be provided as follows: Residential - Nine (9) long-term parking spaces; and, two (2) short-term parking positions; Commercial - Two (2) long-term parking spaces; and, two (2) short-term parking positions</p> <p>b. The long-term spaces shall be provided in individual bike lockers or bike racks in a secure locking enclosure, and shall be located so they are protected from the weather, easily accessed and are visible to from the elevator lobby and parking area in order to promote usage and enhance security. The residential long-term spaces shall be accessible only to the bicycle owners, and not provide access to any other building space. Long-term spaces for the</p>	Public Works Admin.	Special	

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	<p>residential and commercial components of the project shall be provided separately. The residential elevator car shall be large enough to accommodate direct ingress/egress of a standard adult bicycle (minimum 6-foot clear with the elevator door closed), and a rider. The short-term spaces shall be provided on the project site, using two (2) City approved "Inverted - U" Bicycle Racks. The short-term bicycle parking spaces shall be provided within 50-ft walking distance of the main pedestrian entrances to the residential lobby, and the commercial tenant spaces in the building. Bicycle parking location, layout and equipment shall comply with the City's approved Bicycle and Pedestrian Master Plan Design Guide, and the development plans shall be revised to provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking areas. Bicycle parking shall be installed only on all-weather surfaces.</p>			
26.	<p>a. The existing curb returns on Washington Boulevard at Moore and Meir Streets, adjacent to the project site, shall be reconstructed with a minimum radius of 25 feet. A corner cut-off shall be installed and street right-of-way dedicated that will allow for adequately designed curb ramps and landings at both corners.</p> <p>b. Washington Boulevard, between Moore and Meir Streets, shall be reconstructed with a full depth concrete section. This reconstruction shall extend ten feet from the existing curb face and include the installation of new curb and full width sidewalk.</p>	Public Works	Special	

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	<p>c. The half width of both Moore and Meir Streets, adjacent to the project site, shall be fully reconstructed with full depth concrete paving, curb, and full width sidewalk. The new concrete paving shall extend ten feet into Washington Boulevard. This work shall also include the reconstruction of the southerly curb returns of the existing alley on Moore and Meir Streets.</p> <p>d. An underground utility relocation map shall be submitted to the Engineering Division for review and approval. The map shall show the location and ownership of all underground utilities within the perimeter of the project site. Relocation of the private underground utilities shall be indicated and verified by correspondence from the private utility companies. Relocation of the City's underground utilities shall be shown as approved by the City Engineer.</p> <p>e. Loading zones along the project's frontage with Moore and Meir Street may be installed to the satisfaction of the City Engineer. Line of sight diagrams shall be prepared that verify visibility from both driveways will be acceptable with trucks in the loading zones.</p> <p>f. All sidewalk areas located above the encroaching portions of the subterranean parking structure shall be marked with a distinct pattern and have warning plaques, or other acceptable signage, at the back of sidewalk and top of curb. This work shall be completed to the satisfaction of the City Engineer.</p> <p>g. All existing drive approaches that will no longer be used shall be removed and reconstructed with curb and sidewalk.</p> <p>h. Parking stalls shall be reinstalled along Washington Boulevard and the spacing shall</p>			

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	<p>account for the existing drive approach that will be removed. Parking tees and red curb shall be painted and new parking meter poles and heads shall also be installed.</p> <p>i. Street signage and striping shall be installed along Moore and Meir Streets and Washington Boulevard to the satisfaction of the City Engineer. This work shall include, but not be limited to, stop signs, limit lines, crosswalks, bicycle sharrow legends, and red curb. All striping shall use thermoplastic paint.</p> <p>j. A separate signage and striping plan shall be prepared showing all required signage and striping, including the parking stall tees and parking meters.</p> <p>k. The applicant shall install Streetscape within the sidewalk along the project's frontage with Washington Boulevard, Moore Street, and Meir Street. The Streetscape shall include street trees, tree wells, tree grates, planting strips, 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. The landscaping and street trees shall be irrigated from an onsite meter source. The irrigation for the landscaping in the public right-of-way shall be separated from the onsite irrigation. All required valves and controllers shall be located onsite and be located in an area that is easily accessible to City staff. The irrigation system shall have a Calsense controller and rain sensor with stainless steel enclosures.</p> <p>l. Tree species, size and planting shall be to the satisfaction of the City Engineer. The applicant shall design the subterranean parking roof</p>			

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	<p>structure to allow for the planting of street trees within the public sidewalk area.</p> <p>m. The developer shall maintain all landscaping in the public right-of-way in perpetuity. The new street trees installed by the developer shall be guaranteed for a one year period starting after the City accepts all work completed in the public right-of-way.</p> <p>n. The public parking being proposed shall be metered via a Parking Meter Pay Station, model MS1, manufactured by IPS Group, Inc. Developer shall purchase the MS1, installation and commissioning services, and a one-year warranty.</p> <p>o. A Public Replacement Parking Easement Agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney and Community Development Director, by which the Applicant/Property Owner shall grant the City an easement for 21 at grade public parking spaces available during normal Project business hours (minimum 10 hours per day, Monday through Saturday) in the Project's Public Parking area, providing ingress and egress for parking enforcement, parking meter maintenance, and revenue collection shall be executed by the Applicant/Property Owner and recorded in the County Recorder's Office. After the recordation, a certified copy bearing the Recorder's number and date shall be provided to the planning Division.</p> <p>p. Signage shall be installed that prominently identifies the proposed parking structure as having available public parking. An electronic Dynamic Message Sign (DMS) shall also be installed that identifies the available parking</p>			

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	<p>spaces in the parking structure. The DMS shall be connected to the City's Parking Guidance System (PGS) via wireless or cellular communication, which allows for an update of the count of available parking spaces to the system servers, at the frequency required by the City Engineer.</p> <p>q. The existing streetlights along the project's frontage with Washington Boulevard 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. The existing high voltage street lights shall remain in operation during this construction.</p> <p>r. All concrete used in the public right-of-way shall have a minimum strength of 3250 psi.</p> <p>s. Two (2) sets of on-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting. Among other things, the on-site improvement plans shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only.</p> <p>t. An erosion control plan prepared by a registered civil engineer that incorporates Best Management Practices for the control of storm water and non-storm water from discharging</p>			

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	<p>from the site during construction. This plan shall be part of the On-Site Improvement Plan.</p> <p>u. 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. Separate plans for street improvements, street light improvements, and sewer improvements shall be prepared. Landscape plans for the public parkway area and storm drain plans for the relocation of existing catch basins shall be included in the street improvement plans.</p> <p>v. Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the on-site-Improvement and off-site Improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges.</p> <p>w. 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 inches of rainfall. The site improvement plans</p>			

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	<p>shall note the contractor shall comply with the “California Stormwater Best Management Practice Handbooks”. The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP. Said SUSMP shall be used to guide the “Conceptual – Not For Construction” Post Development Hydrology / SUSMP Map. The approval of the SUSMP is required prior to issuance of the Site Improvement Plan. The SUSMP shall cover the new building and parking lot. The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP.</p> <p>x. 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.</p>			
27.	<p>a. All garages shall be 1 hr. rated to all other areas. Each unit shall be 1 hr. rated to every other unit. The project shall provide UL details for all floor, wall, ceiling, 1 hr. ratings, and all proposed rated penetration details.</p> <p>b. All paths of egress shall be a minimum 1 hr. rated. All doors as part of the path of egress of common areas shall swing in the direction of egress (common stairways). The ground floor west lobby shall be 1 hr. rated. The east stairs may be unrated to the exterior.</p> <p>c. The 3rd and 4th level exit walkways from the units shall be a minimum 1 hr. rated with minimum 45 minute doors and windows. The mezzanine level shall have emergency egress out of each mezzanine and shall have access to an exit stair at each end of the building. The</p>	Building	Special	

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	<p>project shall provide a minimum 30" parapets at roof edges.</p> <p>d. Tempered or laminated glazing shall be specified at all hazardous locations.</p> <p>e. The construction permit application review time shall be a minimum of 20 City working days and may be extended at the option of City staff. Additional review time may be necessary for an independent structural review; an additional plan check fee for a contract structural review of the building may be required.</p> <p>f. The overall construction permit application drawings shall indicate any construction staging areas proposed.</p> <p>g. The project shall provide a Culver City CalGreen checklist and a Culver City Green Building Program checklist on the construction permit drawings. 1 kw. of solar pv power will be required per 10k sf of new building area not including parking areas.</p> <p>h. An accessible route from the public sidewalk to the front entrance of each unit shall be provided.</p> <p>i. In the event that the basement reaches a depth equal to or greater than 12 feet, the Building Official shall require that the Building be designed for the hydrostatic and buoyancy pressures or a drainage system installed which will would operate in the event that the reported historic high groundwater level is attained again.</p>			
28.	a. The building shall have fire sprinklers per NFPA 13. The Fire department connection (FDC) shall be located as approved by Fire Marshal. The Double Detector Check Assembly	Fire	Special	

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	<p>(DDCA) shall be located as required by L.A.D.W.P. – Water Division and the screening of this device shall be per the Planning Department requirements. A separate permit from the Fire Department is required along with plan review and approval for fire sprinklers. Minimum density of fire sprinkler system shall be Ordinary Hazard Group I, 0.15 over 1500 square feet.</p> <p>b. Location of the Fire Department fire sprinkler connection (FDC) shall be approved by the Fire Marshal. Culver City Fire Department requires each FDC to be within 150 feet of a fire hydrant. A new fire hydrant may be required to meet this standard. The project is subject to a fire flow requirement of a minimum 2,625 gallons per minute from 2-3 adjacent fire hydrants as determined by the Fire Marshal. Any and all upgrades to surrounding water main(s) to meet the minimum required fire flow shall be at the sole cost of the applicant.</p> <p>c. Lighted addresses shall be provided and viewable from the public way.</p> <p>d. The project shall provide fire sprinkler monitoring and a fire alarm system per NFPA 72; the fire monitoring system shall be separate from the security system. Photo electric smoke detectors are required in all mechanical, electrical, telephone and similar rooms. Heat detectors shall be provided where the environment is inappropriate for smoke detection. The project shall provide audible visual devices per NFPA 72 public mode. The project shall ensure connections to all Duct Smoke detection per CCFD regulations and connections to Class I hood extinguishing systems.</p>			

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	<p>e. Trash areas within five feet of the building shall be protected by fire sprinklers.</p> <p>f. Fascia and tops of exterior walls shall be constructed of hard materials able to withstand the weight of firefighters and firefighting equipment; foam products shall not be used. Parapets in excess of five feet shall have catwalks, contact CCFD for requirements.</p> <p>g. The project shall provide a Knox Box and/or Knox key switches. Motorized access gates shall have a 'Knox' key switch.</p> <p>h. The project shall provide fire extinguishers with size, location and type approved by the Fire Marshal.</p> <p>i. Access for emergency fire and medical personnel shall be provided with concrete surfaces between the street and main entrance for each building and shall be paved to allow the rolling of a medical gurney.</p> <p>j. The below grade parking structure shall have a mechanical smoke exhaust system started by the fire sprinkler system in the garage area.</p> <p>k. A one-hour construction with fire sprinkler system shall be provided if the roof structure has green elements restricting fire-fighting operations. Smoke and heat vents may also be required pending review of proposed use.</p> <p>l. All interior and exterior rooms shall be provided with numbers and descriptions. Stairways shall be marked at access points and on each landing stair number; signs shall indicate whether or not stairways shall provide roof access or no roof access.</p>			

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	<p>m. All emergency lights and exit lights shall have self-contained battery backup power.</p> <p>n. The project shall provide a smooth flooring surface at main entrances and elevator lobbies for use by fire department emergency equipment; elevators shall be Gurney accessible.</p> <p>o. The project shall provide a class III standpipe system in widths of 2 1/2" and 1 1/2"; reducing cover outlets shall be located in each stairwell landing as approved by the fire department.</p> <p>p. All fire department Notes shall be printed on final construction plans under 'Fire Department Notes' when submitting for building permits.</p> <p>q. A preconstruction meeting shall include data on water for firefighting, an emergency plan for fire rescue suppression activities, and stand meeting locations for rescue and phone numbers for super and backup.</p>			

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<b>PRIOR TO BUILDING PERMIT ISSUANCE</b>				
29.	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	
30.	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	
31.	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	
32.	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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33.	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	
34.	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	
35.	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	
36.	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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	<p>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:</p> <p>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.</p> <p>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.</p> <p>C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan.</p> <p>D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas.</p> <p>E. The location and travel routes of off-site staging and parking locations.</p>			
37.	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.			
38.	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	
39.	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	
40.	A project kick-off meeting must be held prior to the issue of the overall building permit, the field superintendent shall attend. All Conditions of Approval shall be reviewed at this Meeting.	All Depts.	Special	
41.	a. 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 Culver City Public Works Department Christopher Evans,	Public Works Admin.	Special	

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	<p><a href="mailto:christopher.evans@culvercity.org">christopher.evans@culvercity.org</a> The development plans submitted for Building Permit shall provide all detailed information necessary to ensure compliance with these Conditions, including information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, the widths of maneuvering areas and clearances.</p> <p>b. Prior to issuance of any Public Works Department/Engineering Division Permit for the Project, the developer shall obtain a determination from the Public Works Department staff that the final bicycle parking layout is in compliance with these bicycle parking requirements.</p> <p>c. Prior to issuance of any Public Works Department/Engineering Division Permit for offsite improvements, the developer shall submit, for review and approval of the City Engineer or his designee, a bicycle handling plan for the work zone in the public right-of-way and detailing the type and content of bicycle related construction warning signage and location. The bicycling handling plan may be incorporated into a traffic handling plan submitted for the same work zone.</p>			

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<b>DURING CONSTRUCTION</b>				
42.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, superintendents, construction contractor(s), and the City; allowed hours of construction; and a note stating that safety gear is mandatory for all staff on site and shall include long pants, a shirt with sleeves, closed toe shoes, a hardhat, and eye protection, 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	
43.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
44.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
45.	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	
46.	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	
47.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.	Building/ Planning	Standard	

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48.	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	
49.	Hours of construction shall be limited to the following: <b>8:00 AM to 7:00 PM Monday through Friday; 9:00 AM to 6:00 PM Saturday; and no construction on Sunday and National holidays.</b> Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 9:00 AM) and afternoon (4:00 PM to 6:00 PM) peak traffic periods. All construction workers shall be respectful of the surrounding neighborhood and keep non-construction related noise to a minimum prior to, during, and after permissible construction hours.	Building/ Public Works	Standard Special	
50.	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	
51.	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	Building/ Planning	Standard	

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	<p>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;</p> <p>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</p> <p>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.</p>			
52.	<p>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.</p>	Building/ Planning	Standard	
53.	<p>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.</p>	Building/ Public Works	Standard	
54.	<p>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</p>	Building	Standard	

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	phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.			
55.	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	
56.	During construction priority shall be given to any City Inspector.	Building	Special	
57.	Consistent with State and Federal Law, In the event that archaeological and/or paleontological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological and/or paleontological resources unearthed by project construction activities shall be evaluated by a qualified archaeologist and certified Native American Monitor and/or paleontologist. The Applicant shall coordinate with the said individuals to develop an appropriate treatment plan for the resources. If preservation in place is not feasible, treatment may include implementation of archaeological and/or paleontological data recovery excavations to remove the resource	Planning	Special	

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	<p>along with subsequent laboratory processing and shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County, Page Museum, or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological and/or paleontological material, they shall be donated to a local school or historical society in the area for educational purposes. In the event archeological and/or paleontological resources are found an archaeological and/or paleontological final report shall be prepared and submitted to the City following State and Federal requirements.</p>			
58.	<p>Consistent with State and Federal Law, if human remains are encountered unexpectedly during implementation of the project, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). The MLD may, with the permission of the land owner, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access by the land owner to inspect</p>	Planning	Special	

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	<p>the discovery. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, with the MLD regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. Whenever the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.</p>			

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<b>59.</b>	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 April 21, 2016, 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	
<b>60.</b>	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	
<b>61.</b>	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	
<b>62.</b>	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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	<p>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</p> <p>B. One set of as-built plans as described above in a digital format compatible with the City's computer system.</p>			
63.	A Parking Management Plan shall be submitted to the Planning Division for review and approval by the Planning Manager to assure conformance with the City Code and project approved parking requirements.	Planning	Special	
64.	All required bicycle parking shall be installed, maintained and managed by the developer or their successors, and approved by the Public Works Director or their designee, and a bicycle parking management plan shall be submitted to Public Works prior to issuance of <u>any</u> Certificate of Occupancy. All required bicycle parking shall be provided free to any building tenant, tenant employees and/or visitors.	Public Works Admin.	Special	
65.	As the project nears completion no partial or grand openings shall be permitted without applying for and gaining approval of a CO or TCO. The project shall not schedule any partial or full openings or advertise any openings without City approval.	Building Planning	Special	
66.	Prior to Certificate of Occupancy the project shall provide a pre-fire plan.	Fire	Special	
67.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, reserving for a period of 55 years commencing with the first day being the date of recordation with the County of Los Angeles, 3 units within	Planning Housing Auth.	Special	

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	<p>the development for individuals or families or households meeting very low income levels as established by the State of California and the County of Los Angeles, with rent levels complying with Federal, State, County, and Culver City affordable housing criteria, 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 and the Housing Authority. The 55 year requirement shall remain in place even if the project is modified from a rental project to a for-sale project.</p>			
68.	<p>The Housing Authority shall create a process which the applicant shall abide by for selection of renters (or purchasers) for the 3 affordable units. The Housing Authority shall confirm eligibility of all selected applicants.</p>	Planning Housing Auth.	Special	

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69.	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 July 27, 2016, except as modified by these Conditions of Approval.	Planning	Standard	
70.	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	
71.	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	
72.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	

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73.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
74.	All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be completed as specified therein.	Planning	Standard	
75.	The project is subject Assembly Bill No. 1826 and shall provide a separate recycling bin for organic waste. This requirement shall be included in the Trash/Recycling Management Plan.	Public Works	Special	
76.	A gate separating the residential parking from the commercial parking, and key code operated elevators and stair cases that do not allow commercial users access to residential portions of the project shall be provided.	Planning	Special	
77.	Each tandem pair of parking spaces shall be assigned to one unit.	Planning	Special	
78.	The Housing Authority shall administer the covenant that guaranties the project's 3 affordable housing units for very low income households. Administration shall include but not be limited to assuring compliance with Federal, State, County, and Culver City affordable housing criteria and regulations including maximum rent that can be paid.	Housing Auth.	Special	
79.	A Public Parking Easement Agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney and Community Development Director, by which the Applicant/Property Owner shall grant the City an easement for 21 public parking spaces available during normal Project business hours (minimum 10 hours per day) in the Project's Public Parking area, providing ingress	Planning Econ Develop.	Special	

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	and egress for parking enforcement, parking meter maintenance and revenue collection shall be executed by the Applicant/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. Said public parking within the Project shall be noted with clearly visible signage indicating "Metered Public Parking" on the building façade facing Washington Blvd.			
80.	<p><u>Tentative Map Conditions</u></p> <p>a. The final map shall be prepared by a licensed engineer or surveyor authorized to prepare maps by the State of California and submitted to the Los Angeles County Department of Public Works for review and approval of the technical aspects of the map. A copy of the first plan check package as submitted to Los Angeles County shall also be submitted concurrently to the Culver City Engineering Division for review along with the administrative review fee.</p> <p>b. A preliminary title report and subdivision guarantee shall be submitted showing all fee interest holders, all interest holders whose interest could ripen into a fee, all trust deeds, together with the names of the trustee and all easement holders. The account for this title report shall remain open until the final map is filed with the County Recorder. No easements shall be granted and recorded until after the final map is recorded, unless approved by the City Engineer and subordinated to any City easements by a certification upon the title sheet of the final map, prior to the grant.</p> <p>c. The final map shall comply with all requirements of the State of California</p>	Public Works	Special	

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<b>ON-GOING</b>				
	<p>Subdivision Map Act, as most recently amended.</p> <p>d. The existing curb returns on Washington Boulevard at Moore and Meir Streets, adjacent to the project site, shall be reconstructed with a minimum radius of 25 feet. A corner cut-off shall be installed and street right-of-way dedicated that will allow for adequately designed curb ramps and landings at both corners.</p> <p>e. All required boundary monuments shall be installed prior to the recordation of the final map. At a minimum, a spike and washer, or other approved monument, shall be placed on the prolongation of the westerly property line and the centerline of Washington Boulevard.</p> <p>f. All centerline monuments shall be tied to at least four points. Centerline tie notes shall be submitted to the City Engineer prior to the approval of the map.</p> <p>g. The Tentative Map shall expire thirty-six (36) months after its approval or conditional approval by the City Council.</p> <p>h. The final map shall be recorded prior to the issuance of any Certificate of Occupancy for any residential air space unit.</p> <p>i. An improvement bond and agreement shall be filed with the City Engineer prior to the recording of the final map for those public improvements awaiting completion. The bond and agreement shall conform to Section 66499 of the Subdivision Map Act and include, but not be limited to, labor and material and be based on estimated construction cost unit prices as provided by the City.</p>			