

RESOLUTION NO. 2019-P008

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING ADMINISTRATIVE SITE PLAN REVIEW, P2019-0104-ASPR AND ADMINISTRATIVE USE PERMIT P2019-0104-AUP, FOR THE CONSTRUCTION OF A 9,338 SQUARE-FOOT ADDITION TO A CREATIVE OFFICE BUILDING SPANNING TWO ADJOINING COMMERCIAL LOTS CURRENTLY DEVELOPED WITH A 7,500 SQUARE-FOOT BUILDING THAT WILL RESULT IN A 16,839 SQUARE-FOOT, THREE-STORY BUILDING WITH MEZZANINE TO INCLUDE ON-SITE IMPROVEMENTS SUCH AS A PARKING LOT RESTRIPIING, NEW PARKING STACKERS, AND NEW HARDSCAPE/LANDSCAPE AT 3516 SCHAEFER STREET IN THE GENERAL INDUSTRIAL (IG) ZONE.

(Administrative Site Plan Review P2019-0104-ASPR and Administrative Use Permit P2019-0104-AUP)

WHEREAS, on May 8, 2019, Red Car Properties (the "Applicant" and "Owner") filed an application for an Administrative Site Plan Review and Administrative Use Permit to construct a three-story creative office building with associated parking stackers and tandem parking, (the "Project"). The Project site is legally described as Lots 320, 321 of Tract 4161 in the City of Culver City, County of Los Angeles, State of California; and,

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

1. Administrative Site Plan Review No., P2019-0104-ASPR: for the construction of a 9,338 square-foot addition to an existing creative office building, to ensure the Project complies with all required standards and City ordinances and to establish all onsite and offsite conditions of approval necessary to address the site features and ensure compatibility of the proposed Project with the development on adjoining properties and in the surrounding neighborhood, and

1 2. Administrative Use Permit No., P2019-0104-AUP: for the installation of
2 associated mechanical parking stackers and tandem parking, to ensure the Project complies
3 with all required standards, City ordinances, and state law, and;

4 WHEREAS, pursuant to California Environmental Quality Act (CEQA) Guidelines
5 Section 15332, Class 32 – Infill Development Projects, the Project is Categorically Exempt; and
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7 WHEREAS, on August 28, 2019, after conducting a duly noticed public hearing on the
8 subject application, including full consideration of the application, plans, staff report,
9 environmental information and all testimony presented, the Planning Commission (i) by a vote
10 of _ to _, adopted a Categorical Exemption, in accordance with the California Environmental
11 Quality Act (CEQA), finding the Project will not result in significant adverse environmental
12 impacts; and (ii) by a vote of _ to _, conditionally approved Administrative Site Plan Review
13 P2019-0104-ASPR and Administrative Use Permit P2019-0104-AUP.
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16 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
17 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

18 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
19 Municipal Code (CCMC), the following findings are hereby made:
20

21 **Administrative Site Plan Review**

22 As outlined in CCMC Section 17.540.020, the following required findings for an Administrative
23 Site Plan Review are hereby made:

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

1 The general layout of the Project is consistent with the General Industrial (IG) zoning
2 district. The building is located in conformance with the minimum required Zoning Code
3 setbacks and designed to provide adequate vehicular access, as well as integration of
4 onsite improvements with the public right-of-way (i.e. curb, gutter, and sidewalk). The
5 Project proposes to remove all existing driveways along Schaefer Street and to
6 consolidate into a single 25-foot wide driveway for vehicular ingress and egress. In
7 addition, the applicant is subject to replace the existing sidewalk with a new five foot
8 (5')-wide sidewalk to extend the length of the total street frontage that shall include new
9 curb and gutter. The Project is also in conformance with the minimum requirements in
10 the subject zone which requires only a minimum building front set back of at least five
11 (5) feet from the front. The proposed overall height of the building will be at 43 feet, the
12 maximum allowed in the General Industrial (IG) zone. Auxiliary rooftop structures such
13 as screen walls and elevator shafts are permitted to exceed the height allowance by no
14 more than 13'-6" and shall be set back from the edge of the structure a minimum of one
15 foot (1') for every foot in height above the roof. As proposed, the equipment will not be
16 more than 7'-3" in height and sufficiently set back. The applicant is requesting to satisfy
17 16 parking space requirements with the use of Park Plus double mechanical Car
18 Stackers and four (4) tandem parking spaces that will operate under a parking
19 management plan. The proposed parking stackers in conjunction with the tandem
20 parking will be serviced by the buildings addressed as 3516 Schaefer St. (Schaefer II)
21 and 3520 Schaefer St. (Schaefer I) and will accommodate the Project. The Project
22 provides a total of 27 off-street parking spaces, in compliance with the minimum Zoning
23 Code required number of spaces for the proposed creative office use development
24 including 16 spaces within a parking stacker, 4 tandem parking stalls, 5 standard surface
25 parking stalls, and 2 van accessible stalls. The density of the overall development will
26 not create any significant traffic impacts and is below the threshold requiring a traffic
27 study or off-site improvements related to traffic. The conditions of approval will further
28 ensure all CCMC requirements are met.
29

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

22 The existing industrial and commercial buildings within the surrounding area are one-
23 story and are often constructed of a single material such as brick or concrete. Although
24 the proposed building will be three stories, it is designed in a manner that is compatible
25 with the industrial, commercial, and residential uses within the vicinity. The building is a
26 modern architecture style that predominantly uses glazing to mask its massing and has
27 accent features such as metal window grids, metal panel walls, exposed steel beams,
28 concrete sheer walls, and concrete-colored brick veneer to incorporate industrial-like
29 materials. At the same time, the roof lines are pitched similarly to those of the residences
within the neighborhood and the use of wood accents and select landscaping gives the
building a softened exterior. Rooftop equipment is treated with screen walls that repeat
the horizontal patterns of the wood accents. Mechanical equipment is placed on a

concrete pad and enclosed with metal screening in a design that integrates well with the building's character. The elevator shaft at the rooftop is constructed of board-formed concrete which introduces another style of concrete material while complimenting other elements of the building. Overall, the proposed Project design is compatible with residential structures in the neighborhood to the south and the building height and massing is consistent with the zoning standards of the IG Zone, and intent of the Administrative Site Plan Review (ASPR) required findings.

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

Since the Project intends to preserve most of the existing ground floor layout, the proposed landscaping has been maximized to the extent possible within the parking areas and along the street frontage. Within the five-foot (5') required front yard setback area, five (5) 36"-box size Acacia trees accompanied by a variety of 5-gallon plantings and low-lying vegetation. An existing zero-lot-line condition at the southern property boundary which limits opportunities for landscaping. At the northern boundary line, the building is proposed at zero lot line because the IG zone does not require a minimum side yard setback and often eliminates the need for landscape. New landscaping is also provided within the parking lot area and will function as screening of the surface parking from the street and also create a buffer between parking and pedestrian areas. The landscaped area adjacent to the sidewalk nearest the driveway provides the most screening of the parking lot as seen from the public right-of-way with two (2) proposed 36"-box size trees and clustered placement of minimum 5-gallon plants. In the bike rack area that is flanked by planters, several 5-gallon plantings of the same species are proposed. Between the surface parking stalls and the entrance for Schaefer II, a planter buffer has been placed. Lastly, along the building wall at the tandem parking, 5-gallon plant species will be located within a curbed planter as visual transition from the building wall to the parking area. The parkway area will span across the buildings frontage and contain an existing Tipu tree accompanied by 5-gallon non-flowering plantings and similar ground cover as used within the front setback area. Therefore, the proposed landscaping has been provided in a manner that can be reasonably accommodated given the existing building layout and other physical constraints.

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

The Project site is located along the 3500 block of Schaefer Street, which is a local residential street developed with a variety of one-story and two-story single and multiple

family residences and commercial/industrial uses. The proposal for a creative office building is a transitional type of use for this neighborhood in that the office use is a less intensive use than would otherwise be typical of an industrial-zoned property, but more intensive than a residential use. As it relates to use, the Project is an ideal development that will minimally impact the surrounding uses as compared to the previous commercial/industrial use. The building mass distribution is such that the taller portions of the proposed building are set furthest from the residential boundary lines thereby diminishing privacy issues. At the building's tallest height of 43 feet, it will stand three (3) stories high which matches the height of some the matures trees in the parkway along Schaefer Street and therefore will be partially screened from the residents. Noise, light, and air quality will be less impacted by the development given that the Project is an office use as opposed to an industrial or commercial use. Offices generally do not generate noise, light, or emissions above what is expected for an industrial or commercial use and therefore will be compatible with the adjacent residential neighborhood. In addition, the hours of operation for an office use are most often during daytime hours as compared to a retail commercial use that can have activity until early evening or industrial uses that have activity until later evening hours. Therefore, the proposed use will be compatible with the surrounding neighborhood.

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

The site is located in an existing urbanized neighborhood and is currently developed with a commercial/industrial building. Therefore, public facilities to the site currently exist. It is not anticipated that the proposed Project and resulting addition will require new public facilities. If any upgrades to the existing facilities are required, these will be provided. Improvements to the abutting right-of-way, such as new curb and gutter and street repair, will be implemented per the conditions of approval. Further, the existing and proposed public service facilities necessary to accommodate the Project such as: the width and pavement of the adjoining streets, traffic control devices, sewers, storm drains, sidewalks, street lights, proposed street trees, fire protection devices, and public utilities are provided for adequately as confirmed by the City Departments that reviewed the Project during the interdepartmental review process.

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

The Land Use Element of the City's General Plan designates this site and immediate surrounding areas as Industrial, which is consistent with the site's zoning designation of IG. The Project is also consistent with the goals of the General Plan, specifically, Objective 5 of the Land Use Element, which encourage economic vitality. Based on review of the preliminary development plans, the proposed creative office development is not anticipated to result in any significant impacts on surrounding uses or to be

inconsistent with the goals of the General Plan. There is no applicable Specific Plan for this area.

Administrative Use Permit

As outlined in CCMC 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 or Conditional Use Permit, and complies with all other applicable provisions of this Title and the CCMC.

The CCMC allows for the installation and operation of mechanical parking stackers to meet required parking and is subject to an Administrative Use Permit (AUP). The applicant is requesting to satisfy 16 parking space requirements with the use of Park Plus double mechanical Car Stackers and four (4) tandem parking spaces that will operate under a parking management plan. The proposed parking stackers in conjunction with the tandem parking will be serviced by the buildings addressed as 3516 Schaefer St. (Schaefer II) and 3520 Schaefer St. (Schaefer I) and will accommodate the Project. The Project provides a total of 27 off-street parking spaces, in compliance with the minimum Zoning Code required number of spaces for the proposed creative office use development including 16 spaces within a parking stacker, 4 tandem parking stalls, 5 standard surface parking stalls, and 2 van accessible stalls.

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

The Land Use Element of the City's General Plan designates this site and immediate surrounding areas as Industrial, which is consistent with the site's zoning designation of IG. The Project is also consistent with the goals of the General Plan, specifically, Objective 23 of the Land Use Element, which is intended to protect and enhance residential and business uses within the East Sub-area. Development of the property with the commercial/office use is also consistent with Policy 23.H which encourages viable and creative development with the least amount of environmental impact. The use of parking stackers minimizes the use of land area to accommodate otherwise surface parking and maximizes surface parking area with the use of tandem parking.

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

The parking stackers and tandem parking will operate under a parking management plan. Upon entering the main driveway from Schaefer Street, the tenants/employees will be greeted by an attendant and instructed to park at the tenant/employee drop off area. During peak morning and evening hours an average of 15 cars are anticipated to

1 be parked or retrieved where three (3) attendants will assist. Each tandem parking stall
2 is proposed to be the minimum stall size of 9' x 18' and will be arranged with a maximum
3 of two (2) cars in depth. The parking layout design accommodates for adequate back
4 up distances and turn-around areas. Additionally, noise generation from the parking
5 operations will be below the allowed thresholds. Therefore, these proposed alternative
6 parking methods are compatible with the proposed use and future commercial/office
7 uses.

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

The proposal for a creative office building is a transitional type of use for this neighborhood in that the office use is a less intensive use than would otherwise be typical of an industrial-zoned property, but more intensive than a residential use. As it relates to use, the Project is an ideal development that will minimally impact the surrounding uses as compared to the previous commercial/industrial use. The building mass distribution is such that the taller portions of the proposed building are set furthest from the residential boundary lines thereby diminishing privacy issues. At the building's tallest height of 43 feet, it will stand three (3) stories high which matches the height of some the matures trees in the parkway along Schaefer Street and therefore will be partially screened from the residents. Additionally, the parking stackers will be screened by virtue of its location behind the building and has maximized parking in this area to provide as many required spaces as possible.

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

Based on the proposed parking design layout to include all new landscaping, striping, and parking stackers will be compatible with the surrounding neighborhood in that the selected alternative parking methods are consistent with applicable development standards and guidelines, with adequate public facilities, and consistent with the Culver City General Plan and the requirements of the Zoning Ordinance. Additionally, the Administrative Use Permit meets all requirements of the CCMC.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby (1) adopts a Categorical Exemption, in accordance with CEQA Guidelines Section 15332, Class 32 – Infill Development Projects,

1 finding the Project will not result in significant adverse environmental impacts; and (2) approves
2 Administrative Site Plan Review No. P2019-0104-ASPR and Administrative Use Permit No.
3 P2019-0104-AUP, subject to the conditions of approval set forth in Exhibit A attached hereto
4 and incorporated herein by this reference.
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6 APPROVED and ADOPTED this 28th day of August, 2019.
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11 _____
12 ANDREW REILMAN - CHAIRPERSON
13 PLANNING COMMISSION
14 CITY OF CULVER CITY, CALIFORNIA

15 Attested by:

16 _____
17 Susan Herbertson, Senior Planner
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EXHIBIT A
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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on a 9,847 sf addition to a creative office building resulting in a 17,208 sf three-story building with mezzanine to include on-site improvements such as parking lot restriping (10 standard, 2 accessible), new parking stackers (16 spaces), and new hardscape/landscape (the "Project"), for the property located at 3516 Schaefer Street (the "Property").	All	Standard	
2.	A copy of the Resolution approving the Project, and a copy of these Conditions of Approval, shall be printed on the plans submitted as part of any building permit application for the Project.	Planning	Standard	
3.	All building permit applications for the Project shall include sufficient information and detail to clearly reflect compliance with all applicable requirements of the Culver City Municipal Code (the "CCMC") and with these Conditions of Approval.	Planning	Standard	
4.	The land use permit to which these Conditions of Approval apply (the "Land Use Permit") shall expire one year from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 17.595.030 –"Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Planning Division prior to the expiration of the land use permit.	Planning	Standard	
5.	Pursuant to CCMC Section 17.630.010.C.4 – "Posted Notice", the public notification sign(s) installed in accordance with the public notification requirements for the Land Use Permit shall be removed within ten days after the end of the appeal period or the final decision by the City Council on the Land Use Permit, whichever occurs last.	Planning	Standard	

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GENERAL				
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – “General Property Development and Use Standards”.	Planning	Standard	
7.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - “Landscaping”.	Planning	Standard	
8.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - “Off-Street Parking and Loading”.	Planning	Standard	
9.	The property owner shall provide a minimum of 20% EV Capable parking spaces, 10% EV Ready parking spaces, and 10% Full EV Charging parking spaces.	Planning	Special	
10.	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	
11.	The property owner shall sign and record a covenant that ties Tract No. 4161, Lots 320-321 together and allows construction across property lines and prohibits properties to be sold separately.	Planning	Special	
12.	The property owner shall submit a final parking management plan to Planning for review and approval that addresses ingress and egress, loading requirements, trash pick-up and staging, and fire/life safety access in an emergency. At minimum mirrors shall be installed at the entrance to warn drivers of on-coming traffic.	Planning	Special	
13.	On site Native American and Archeological and/or Paleontological monitoring may be required during all demolition, debris removal, and excavation as may be necessary.	Planning	Special	

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GENERAL				
14.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
15.	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	
16.	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	
17.	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	
18.	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	
19.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, a gated opening that is at least 8 feet wide, and a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6 inch thick concrete slab that drains at a one percent	Public Works/ EPO/ Fire/ Planning	Standard	

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GENERAL				
	gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager. A fire suppression sprinkler system shall be provided within any covered trash enclosure area as required by the Fire Marshal. All refuse containers assigned to or otherwise used by the Project shall be stored on-site in the trash enclosures.			
20.	Three (3) sets of on-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting. Among other things, the on-site improvement plans shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only.	Public Works	Special	
21.	The applicant shall provide a geotechnical report from a State licensed geotechnical engineer, as part of the Site Improvement Plan, reporting on the suitability of the onsite soils to support the proposed construction.	Public Works	Special	
22.	Three (3) sets of off-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting for all proposed improvements within the public right-of-way. Separate plans shall be submitted for street improvements, street light improvements, traffic signal, signage and striping, and sewer improvements. Landscape and irrigation plans for the public parkway area and raised medians shall be included in the street improvement plans.	Public Works	Special	

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GENERAL				
	a. Show existing street tree. All street tree must be 5-feet away from driveway approach. No street trees may be removed/relocated. b. Show location of existing street light and utilities in right-of-way. c. The parkway shall be improved according to Parkway Planting Guidelines			
23.	Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the on-site-Improvement and off-site Improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges.	Public Works	Special	
24.	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" of rainfall. The site improvement plans 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	Public Works	Special	

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	"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.			
25.	Drainage devices, concrete curb and gutter, sidewalk, and drive approach, roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.	Public Works	Special	
26.	A new 5-foot wide concrete sidewalk shall be installed along the project's frontage starting at the property line and extending towards the street 5 feet.	Public Works	Special	
27.	Replace curb and gutter at proposed existing driveway removal per the latest edition of American Public Works Association (APWA) Standard Plans and ADA compliant. The will require a separate permit through the Engineering Division. Propose curb colors and/or re-painting existing red and green curb.	Public Works	Special	
28.	The Project shall meet all provisions of CCMC Section 7.05.015 -"Transportation Demand and Trip Reduction Measures".	Trans.	Standard	
29.	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	

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GENERAL				
30.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
31.	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	
32.	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	
33.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	
34.	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 Environmental Programs and Operation Division’s exclusive franchise for services.	Public Works EPO	Special	
35.	Project shall provide adequate trash and recycling capacity and shall comply with Assembly Bill 939, 1826, and 341 waste diversion goals.	Public Works EPO	Special	
36.	Project is subject to provide trash enclosure(s)/trash room(s). The standard minimum inside dimensions bin enclosure/trash room for three (3) 3yd bins is 10’ (depth) x 17’ (width).	Public Works EPO	Special	
37.	Secure bicycle parking shall be provided to accommodate a minimum of four (4) bicycles, to meet the bicycle parking requirements for the project. The bicycle parking shall be provided as follows:	Public Works Admin	Special	

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GENERAL				
	• Office: two (2) long-term parking spaces; and, two (2) short-term parking positions.			
38.	The long-term spaces shall be provided in individual bike lockers or bike racks in a secure locking enclosure, accessible only to the bicycle owners, and shall be located so they are protected from the weather, easily accessed and are visible to promote usage and enhance security. If long-term bike parking is not located on the ground floor, the elevator closest to the bike parking area shall be at least 6 feet in depth to accommodate bicycles. If not located on the ground floor, long-term bike parking shall be located within 50-ft walking distance of an elevator. The short-term spaces may be provided on the project site, using one (1) "Inverted - U" Bicycle Rack or similar. The short-term bicycle parking spaces shall be provided within 50-ft walking distance of the main pedestrian entrance to the building. Bicycle parking location, layout and equipment shall comply with the City's approved Bicycle and Pedestrian Master Plan Design Guide (except as noted in Condition No. 3, below), 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.	Public Works Admin	Special	
39.	If an enclosure is constructed to secure long-term bicycle parking, the enclosure shall provide the following interior dimensions: parking area footprint length for each bicycle of 72"; aisles width of 48" between bicycle parking areas; a minimum 30" separation between parallel bicycle racks; and, a minimum 24" separation	Public Works Admin	Special	

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GENERAL				
	between the bicycle rack and any adjacent enclosure wall. These requirements are consistent with the Association of Pedestrian and Bicycle Professional (APBP) recommended Bicycle Parking Guidelines, 2nd Edition.			
40.	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 Christopher Evans, Culver City Public Works Department, at christopher.evans@culvercity.org The development plans submitted for Building Permit shall provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, the widths of maneuvering areas and clearances.	Public Works Admin	Special	
41.	Prior to issuance of any Public Works Department/Engineering Division Permit for the Project, the developer shall obtain a determination from the Public Works Department staff that the final bicycle parking layout is in compliance with these bicycle parking requirements.	Public Works Admin	Special	
42.	Prior to issuance of any Public Works Department/Engineering Division Permit for offsite improvements, the developer shall submit, for review and approval of the City Engineer or his designee, a bicycle handling plan for the work zone in the public right-of-way and detailing the type and content of bicycle related construction warning signage and location. The bicycling handling plan may be incorporated into a traffic handling plan submitted for the same work zone.	Public Works Admin	Special	
43.	All bicycle parking required above, shall be installed, maintained and managed by the developer or their successors, and approved by	Public Works Admin	Special	

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GENERAL				
	the Public Works Director or their designee, prior to issuance of any Certificate of Occupancy. All required bicycle parking shall be provide free to any building tenant, tenant employees and/or visitors.			
44.	Project shall comply with the 2016 California Building Standards Code as adopted by the City of Culver City.	Building	Special	
45.	Complete plans shall be submitted to Building Safety Division for plan check.	Building	Special	
46.	Plans shall comply with CalGreen and Culver City's "Going Green" program. All mandatory compliance forms shall be printed directly on plans submitted to Building Safety for plan check.	Building	Special	
47.	Plans shall comply with Title-24 energy conservation standards. All energy compliance forms shall be printed directly on plans submitted to Building Safety for plan check. Energy calculations shall be certified by the California Energy Commission.	Building	Special	
48.	Complete drainage plans shall be submitted to Building Safety Division for plan check, which show all NPDES and SUSMP requirements. Plans shall demonstrate that all storm water shall be conveyed to the street; cross-lot drainage shall not be permitted.	Building	Special	
49.	Automated vehicle parking equipment shall be listed by ICC-ES, UL, or ETL. Automated vehicle parking equipment shall be installed in accordance with such listing.	Building	Special	
50.	The structure housing the automated vehicle parking equipment shall be provided with means of egress complying with CBC Chapter 10.	Building	Special	
51.	Building shall have fire sprinklers installed per 2016 NFPA 13 requirements and CCMC 9.02.	Fire	Special	

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GENERAL				
	Fire department connection (FDC) shall be located as approved by Fire Marshal. The Double Detector Check Assembly (DDCA) shall be located as required by GSW.			
52.	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 public fire hydrant. A new fire hydrant may be required to meet this requirement.	Fire	Special	
53.	A site plan is required and must include the square footage and construction type of the buildings to determine fire flow and hydrant location requirements (CFC 903.3).	Fire	Special	
54.	Hydrants shall be provided in the quantity and at the spacing prescribed in the 2016 CFC Appendix B. Please show the location of all hydrants within 300 feet of the property.	Fire	Special	
55.	Provide addresses viewable from the public way.	Fire	Special	
56.	Provide fire sprinkler monitoring and fire alarm system per 2016 NFPA 72, fire monitoring system shall be separate from the security system.	Fire	Special	
57.	Fire apparatus access roads shall be provided for every facility, building or portion of a building when any portion of the building or exterior wall of the first story of the building is located more than 150 feet from fire apparatus access as measured by an approved route around the exterior of the building (CFC 902.2.1). Additional fire department access is required to reach within 150' of each building.	Fire	Special	
58.	A completed CCFD Water Availability Form, signed by the local water agency, is required (CFC 903.2).	Fire	Special	

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GENERAL				
59.	Trash areas within five feet of the building shall be protected by fire sprinklers.	Fire	Special	
60.	Fascia and tops of exterior walls shall be constructed of hard materials able to withstand the weight of firefighters and firefighting equipment. Contact CCFD for requirements. (No foam products shall be used.)	Fire	Special	
61.	Parapets in excess of five feet shall have catwalks and ladders, contact CCFD for requirements.	Fire	Special	
62.	Provide Knox Box and/or Knox key switches. Motorized access gates to have 'Knox' key switch.	Fire	Special	
63.	Provide fire extinguishers, size, location and type shall be approved by Fire Marshal.	Fire	Special	
64.	Access for emergency fire and medical personnel: Concrete surfaces between the street and main entrance for each building shall be paved to allow the rolling of a medical gurney.	Fire	Special	
65.	All rooms interior and exterior shall be provided with numbers and description. Stairways shall be marked at access and on each landing stair number and if stairway provides roof access or no roof access.	Fire	Special	
66.	All emergency lights and exit lights shall have self-contained battery backup power.	Fire	Special	
67.	Above grade stack parking structure shall comply with 2016 NFPA standards and CCFD guideline. Fire Protection plan shall be stamped by an FPE.	Fire	Special	
68.	Minimum unobstructed vertical clearance shall not be less than 13'6".	Fire	Special	
69.	Meet minimum requirements of the 2016 California Fire & Building Codes and all	Fire	Special	

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	referenced standards and regulations, including the current Culver City Municipal Code 9.02.			

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70.	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	
71.	The Applicant and Property Owner shall indemnify, hold harmless and defend (at the Applicant's and Property Owner's sole cost and expense, with legal counsel selected by the City in its sole discretion) the City, its elected and appointed officials, officers, employees, agents, contractors and consultants from and against any and all claims, lawsuits, judgments, liability, injury or damage arising from or in any manner connected to any and all permits or approvals relating to the Project, including without limitation associated and reasonably incurred attorneys' fees and court and litigation costs arising out of the defense of any such claims and/or lawsuits, and actual attorneys' fees and court and litigation costs that may be awarded by the court and required to be paid by the City. 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 Property Owner.	City Attorney	Standard	

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72.	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	
73.	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	
74.	Upon completion of rough grading and prior to the issuance of a Building Permit, the geotechnical and civil engineers shall submit certifications and final reports in accordance with the California Building Code. These certifications and reports shall certify the soil compaction and indicate that the pad grade is per plan and shall be submitted to the Engineering Division for review prior to the issuance of any building permits.	Public Works	Special	
75.	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	Building	Standard	

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	be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work.			
76.	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 excavation permit. The Construction Traffic Management Plan shall also be reviewed and approved by the City's Fire and Police Departments. The City Engineer and Planning Manager reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following: A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations. B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties. C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. D. The location, times, and estimated duration	Planning/ Public Works	Standard	

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	of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.			
77.	Due to the change of use and increased density, this project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.	Public Works	Special	
78.	Prior to the issuance of a building permit, the applicant shall obtain the approval of the City's Environmental Programs and Operations Manager 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.	Public Works	Special	
79.	Prior to the issuance of a building permit, the applicant shall obtain the approval of the City's Environmental Programs and Operations Manager for the size, location, and type of equipment needed for the adequate storage and disposal of all solid, organic and recyclable waste generated by the project.	Public Works	Special	
80.	A Construction Replacement Parking Plan shall be prepared and submitted to the Culver City Planning Manager for review and approval prior to the issuance of any Project demolition, grading or excavation permit. The Construction Replacement Parking Plan shall identify the off-site parking facilities and their parking space allocations that will be used for replacement parking during Project construction as well as the procedures that will be followed for safe pedestrian and vehicular movement between the off-site location(s) and the Project Site. The Construction Replacement Parking Plan shall also include parking lease agreements for the facilities not under the control of Project	Public Works	Special	

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	ownership and a shuttle service plan for transporting persons parking more than one-fourth mile from the site.			
81.	Reasonable efforts shall be used to reuse and recycle construction and demolition debris, to use environmentally friendly materials, and to provide energy efficient buildings, equipment and systems. A Demolition Debris Recycling Plan that indicates where select demolition debris is to be sent shall be provided to the Building Official prior to the issuance of a demolition permit. The Plan shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials.	Building	Standard	
82.	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	
83.	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	

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DURING CONSTRUCTION				
84.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Applicant, Property Owner, construction contractor(s), and the City, shall be posted on the Property in a location that is visible to the public. These names and telephone numbers shall also be made available to adjacent property owners and occupants to the satisfaction of the Planning Manager and Building Official.	Building/ Planning	Standard	
85.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
86.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
87.	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	
88.	During all phases of construction, all construction workers, contractors and others involved with the Project shall park on the Property or at designated offsite locations approved by the City, and not in the surrounding neighborhood.	Building	Standard	
89.	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	
90.	Hours of construction shall be limited to the following: 8:00 AM to 8:00 PM Monday through Friday; 9:00 AM to 7:00 PM Saturday; and 10:00 AM to 7:00 PM Sunday and National holidays. Dirt hauling and construction material deliveries or removal are prohibited during the morning	Building/ Public Works	Standard	

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	(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.			
91.	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	
92.	Vehicular and pedestrian access along Schaefer Avenue shall be maintained at all times during construction activities.	Public Works	Special	
93.	Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 A.M. to 9:00 A.M.) and afternoon (4:00 P.M. to 6:00 P.M.) peak traffic periods.	Public Works	Special	
94.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any construction staging occurring on adjacent property.	Public Works	Special	
95.	Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material is subject to approval by the City Engineer or designee.	Public Works	Special	
96.	The construction contractor shall advise the Public Works inspector of the schedule and shall meet with the inspector prior to commencement of work.	Public Works	Special	

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97.	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 Project Site.			
98.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access to adjacent businesses. Off-site staging locations shall be approved by the City Engineer or designee and 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 site.	Public Works	Special	
99.	Construction-related vehicles shall not be permitted to park on public streets.	Public Works	Special	
100.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment; B. All construction equipment shall be properly maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air	Building/ Planning	Standard	

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	conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.			
101.	In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC.	Building/ Planning	Standard	
102.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property.	Building/ Public Works	Standard	
103.	During construction, trucks and other vehicles in loading and unloading queues must be parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.	Building	Standard	
104.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block access	Building/ Public Works	Standard	

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DURING CONSTRUCTION				
	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.			

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
105.	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 June 6, 2019 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	
106.	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	
107.	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 and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the	All	Standard	

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	City's computer system.			

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108.	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 August 28, 2019 , excepted as modified by these Conditions of Approval.	Planning	Standard	
109.	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	
110.	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	
111.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	

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