

1 RESOLUTION NO. 2016-P018

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER
3 CITY, CALIFORNIA, APPROVING SITE PLAN REVIEW, P2016-0139-SPR,
4 ADMINISTRATIVE USE PERMIT, P2016-0139-AUP, AND ADMINISTRATIVE
5 MODIFICATION, P2016-0139-AM, FOR A NEW 3-STORY, 62,558 SQ. FT.,
6 OFFICE/LABORATORY BUILDING AND DETACHED 5-LEVEL PARKING
7 STRUCTURE THAT WILL INCLUDE TANDEM PARKING, AND ASSOCIATED
8 SITE IMPROVEMENTS AT 9919 JEFFERSON BOULEVARD IN THE
9 INDUSTRIAL GENERAL (IG) ZONE.

10 (Site Plan Review, Administrative Use Permit, and Administrative Modification
11 P2016-013-SPR, -AUP, and -AM)

12 WHEREAS, on August 9, 2016, Gruen Associates (the "Applicant") filed an application
13 for a Site Plan Review, Administrative use Permit, and Administrative Modification to allow the
14 development of a new three-story, 62,558 square foot office/laboratory building and detached
15 five-level parking structure containing a total of 344 parking spaces, including 54 tandem pairs,
16 as well as related site improvements such as landscaping, lighting, etc. (the "Project"). The
17 Project site is more specifically described by Los Angeles County Assessor's Numbers 4207-
18 031-018 and 4207-031-019, in the City of Culver City, County of Los Angeles, State of
19 California; and,

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

22 1. Site Plan Review, for the construction of the proposed office/laboratory building,
23 detached parking structure, and associated improvements, to ensure the Project complies with
24 all required standards and City ordinances, and to establish all onsite and offsite conditions of
25 approval necessary to address the site features and ensure compatibility of the proposed
26 Project with the development on adjoining properties and in the surrounding neighborhood; and
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1 2. Administrative Use Permit, to ensure that the proposed use of tandem parking
2 spaces within the proposed parking structure complies with all required standards and City
3 ordinances, and to establish conditions of approval to ensure the use is compatible with the
4 Project site and surrounding area; and

5 3. Administrative Modification, to ensure that the proposed increase in the maximum
6 allowable height complies with all applicable required standards and City ordinances, and to
7 establish conditions of approval to ensure the use is compatible with the Project site and
8 surrounding area; and
9

10 WHEREAS, on October 26, 2016, after conducting a duly noticed public hearing on the
11 subject application, including full consideration of the applications, plans, staff report,
12 environmental information and all testimony presented, the Planning Commission, (i) by a vote
13 of ___ to ___, adopted a Mitigated Negative Declaration, in accordance with the California
14 Environmental Quality Act (CEQA), finding the Project, as mitigated, will not result in significant
15 adverse environmental impacts; and (ii) by a vote of ___ to ___, conditionally approved Site Plan
16 Review, P2016-0139- SPR, Administrative Use Permit, P2016-0139-AUP, and Administrative
17 Modification, P2016-0139-AM.
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21 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
22 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

23 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
24 Municipal Code (CCMC), the following findings are hereby made:
25

26 **Site Plan Review**

27 As outlined in CCMC Section 17.540.020, the following required findings for a Site Plan Review
28 are hereby made:
29

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

The general layout of the Project is consistent with the Industrial General (IG) zoning district. The proposed building are located in conformance with the minimum required setbacks and designed at a height in compliance with the provisions of the Zoning Code. The site design provides vehicular access by means of an existing signalized driveway along Jefferson Boulevard, which is to be upgraded to meet American's with Disabilities Act (ADA) standards, per the Engineering Division's requirements; a dedicated four (4) foot wide walkway is also provided for pedestrian access to building entry. The general project layout consists of two (2) detached structures, which breaks up the potential building mass and also provides for an open space courtyard between the buildings at the center of the site. The building entry/exit faces this interior courtyard, and the architectural design is oriented to communicate with Jefferson Boulevard. The proposed setbacks exceed the Zoning Code requirements for the IG Zone. Although the proposed maximum overall building height of 47'-3½" is above the 43-foot maximum allowed within the IG Zone, this occurs at the rear of the building due to the gently sloped topography of the site; thus there are no potential visual and compatibility impacts from the street facing elevations. In addition, the proposed height increase is in compliance with the requirements of the Administrative Modification (AM) provisions of the Zoning Code as further discussed in the AM section herein.

Site improvements, such as open space, landscape, and site lighting are provided throughout the site, and designed to enhance the quality and compatibility of the Project with the surrounding district. An 8'-3" wide landscaped setback will be provided along the street, in excess of the minimum five (5) feet required, in order to enhance the street view aesthetics of the site and maximize the visual buffering of the equipment and refuse storage areas. The rear parcel, which is a flood control easement, will be maintained with existing landscape which will be supplemented to increase visual buffers from the residential neighborhood beyond the Ballona Creek. On-site illumination will be provided throughout the site, including below-grade fixtures along the driveway and roof-level fixtures on the parking structure. All lighting will be placed and designed in accordance with Zoning Code requirements to prevent light spill, glare or other potential lighting nuisance(s) onto adjacent properties. The proposed eco-mesh and perforated metal panels will serve to further protect the residential neighborhood from potential light spill from vehicular headlights within the parking structure.

The off-street parking will be provided within a parking structure at the rear of the site, allowing for a long driveway to provide ample queuing space, and will be oriented towards the front of the site. The structure will contain a total of 344 parking spaces, including 54 tandem pairs, while only 179 are required; thus, exceeding the code required parking for the office/laboratory development. Required bicycle parking and loading are also provided. Proposed parking spaces, drive aisles and maneuvering areas have been designed to meet

or exceed the minimum Zoning Code standards. The Project will have sufficient parking and adequate vehicular and pedestrian access and the proposed configuration of the onsite driveways, vehicle maneuvering areas, and pedestrian access are designed in accordance with all applicable Zoning Code standards. There are no other applicable design guidelines.

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

The project site is vacant and located along an industrial segment of Jefferson Boulevard, which is lined with a widely diverse array of uses, building types, and architectural styles; uses include office, radio facility, warehousing/storage, media production, City transportation facility, and a public park, within single-, two-, and multi-story buildings, of traditional brick facades, flat and beaux truss roofs, as well as contemporary remodels, and new modern buildings such as the office building found across Jefferson Boulevard. The architectural design of the office/laboratory building is characterized by a mid-century modern architectural style, through the incorporation of prominent straight vertical lines, changes in materials applied horizontally, creating a repeated rectangular pattern at large segments of the façade. The three-story, flat roofed, structure is dressed with a profiled metal cladding, cement plaster, and flat metal panels, on the exterior walls of all elevations. A channel glass system is also prominently utilized in the design, by incorporating numerous large windows on all façades, and in particular the application of floor to ceiling windows at the various façade locations, allowing natural light into the building interior. The east elevation provides contrast from the rest of the building with utilization of a glass fiber reinforced concrete panel system on large segments of the building façade. The building incorporates parapets of glass and metal, and roof-mounted structures made of metal and plaster and a rooftop incorporating landscape. The building reaches a maximum of 47'-3½", which is above the allowed maximum height of 43 feet for the IG zone; however, this occurs at the rear of the building due to gently sloping site topography and results in no perceivable change at the street facing façade, and consistent with the multi-story nature of the buildings across Jefferson Boulevard. The building mass is articulated and broken up by the use of variation in the setbacks of the different building floors, and changes in the building angles to create different planes in the building. The building has three planes along the street façade and widens as it extends further to the rear, and then narrows again at the rearmost portion of the building. The color palette will consist of light, neutral tones, such as white, and various shades of grey, consistent with the surrounding buildings, which utilize one (1) or two (2) neutral or earth-tone colors for the entire building.

The architectural design of the proposed parking structure is more utilitarian, as is often typical of parking structures, in order to maximize the parking provided and comply with Building and Fire Code requirements. The building uses variation in materials, and recessed building segments, and projecting features, to create a less monolithic building mass. Building materials include painted concrete, cement plaster, and eco mesh panels. The side elevations are less detailed due to the constraints presented by the need to

maintain solid walls along these elevations. The south elevation, which faces the interior courtyard, will also incorporate built-in fiberglass hanging planters on the second and third levels; with time these plantings will grow onto adjacent eco mesh panels and create a green-screen that will further soften the building façade. The north façade, facing Ballona Creek and the residential neighborhood beyond, will incorporate the above materials, with the majority of the façade dressed in the eco mesh panels, which are proposed to be multi-colored. In addition, this façade will also utilize a significant amount of perforated metal panels, also serving as screens for vehicle headlights from within the parking structure, thereby minimizing the visual impact of the off-street parking facilities and maintaining compatibility with surrounding development. The buildings are designed to minimize mass and visual scale through the variation of building materials. Structures in the surrounding neighborhood vary in height and in architectural style. Overall, the design of the proposed project is compatible with the eclectic mix of development style of the surrounding area and is compatible with the zoning standards of the IG Zone, and as further allowed by additional provisions of the Zoning Code (e.g. for height modification as further discussed herein). There are no other applicable design guidelines.

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

The Project proposes various improvements to the site including new landscaping. In compliance with the Zoning Code, all front, side and rear yards not devoted to paved driveways, walkways, and open space areas not devoted to driveways, parking areas, walkways, building projections and approved hardscape areas, will be provided with landscaping. Accordingly, the front setback area, which ranges from 8'-3" to 30'-0" in depth will be landscaped with a variety of live plant materials, including trees, for the entire property width, except for walkways and the site driveway. Landscape in the setback area between the new office/lab building and the public right-of-way will include a variation in plant materials and colors to soften the appearance of the building façade, buffer the visibility of the proposed equipment and refuse storage areas, and enhance the street view aesthetics of the site. The rear setback, which is the flood control easement, is currently vegetated; the existing plantings will be retained and augmented with additional plantings in order to enhance the site and as may be necessary to further visually buffer the parking structure from the adjacent residential neighborhood. Additional landscape is proposed along the westerly and northerly perimeter of the office/laboratory building. The proposed center courtyard is proposed to include built-up planters and ground planters. In addition, the office/laboratory building will incorporate landscaping within the proposed rooftop level; this will include a "liveroof" tray system and planters with trees. Similarly, the proposed parking structure will incorporate built-in planters along the south façade, which will soften the building mass and create a green-screen style façade. The irrigation will be provided as required, and will be reviewed, along with all other details regarding counts and sizes of plantings, upon submittal of final landscape plans, as conditioned. Thus, the project

landscaping is consistent with the requirements, purposed and intent of the Zoning Code, and has been designed to create visual relief and complement the proposed structures; there are no additional applicable design guidelines.

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 proposed development complies with the minimum required setbacks, landscaping, off-street parking requirements, and all other applicable Zoning Code requirements, including the development standards of the IG Zone (except height as further discussed herein), so as to not impact the use and enjoyment of neighboring properties, including those in the adjacent residential neighborhood. The Project design and layout is such that there are two (2) detached structures, the office/lab at the front and the parking structure behind, with an open courtyard approximately forty-five (45) feet wide in between, from which pedestrian entry to both buildings is provided. The site provides adequate onsite circulation and parking in compliance with all Zoning Code requirements and will not produce any vehicular or pedestrian hazards, as there will be a long two-way driveway along the westerly edge of the site and a dedicated four (4) foot wide walkway leading to the primary building entrance. In addition, the open space courtyard area between the two proposed structures is also equipped with removable bollards that can be removed as necessary to provide additional maneuvering space for Fire Department vehicles or other vehicles with larger turning radii. The interior of the parking structure provides vehicle aisles and backup areas in conformance with the minimum requirements of the Zoning Code, and sufficient turnaround space is provided at the basement and roof ends of the parking aisles to allow vehicles to maneuver and return to the exit or previous floor. No off-site circulation hazards are presented by the proposed Project since access to the site is provided along Jefferson Boulevard, consistent with surrounding commercial/light industrial development, and no new vehicular or pedestrian access points are proposed or are necessary. The existing signalized two-way driveway will be upgraded to comply with ADA standards, as required by the Engineering Division, and the long driveway will provide queuing space from the parking structure to connection with Jefferson Boulevard. Additional upgrades as identified by the Traffic Impact Report prepared for the Project will be implemented to ensure there are no significant traffic impacts.

The use and enjoyment of neighboring development is not negatively impacted or interfered with, as the building is set back in excess of the minimum required amount from the various property lines and is designed to improve the visual aesthetics of the site. In addition, the enhancement of the rear parcel with additional landscape will improve the visual enjoyment of the Ballona Creek bike path behind the subject site, as well as to improve the visual buffer from the residential neighborhood beyond. The buildings are designed to incorporate a variety of materials in combination to create articulated and attractive façades. The rear facing façade, which will be visible from the residential neighborhood, will incorporate multi-colored eco-mesh panels that create an articulated and visually appealing design. The conditions of approval and compliance with all CCMC requirements 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 reuse of a currently vacant commercial property along a primary artery within the City will reinforce and complement, rather than conflict with, the existing commercial and light industrial uses. Further, the Project serves to revitalize the site and corridor, and create conditions that will be in the best interest of the public health, and general welfare.

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 vacant although it was previously developed with various structures and site improvements which were cleared in 2008 in anticipation of a Project that was entitled in September 2008. Therefore, public facilities to serve the site are currently available, including sidewalks, street lights, etc. The Project may require modifications or upgrades to existing public amenities, such as signal improvements identified in the Traffic Impact Report prepared for the Project, reconstruction of the existing entry driveway for compliance with ADA standards. Any required upgrades to the existing facilities will be provided as conditioned. For example, the Engineering Division has conditioned that the full width of Jefferson Boulevard adjacent to the Project's frontage shall be repaved with replacement asphalt being a one (1) inch leveling course of conventional asphalt and a two inch final lift of rubberized asphalt. 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 trees, fire protection devices, and public utilities are provided for adequately, as proposed and/or conditioned, as confirmed by the City agencies 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 proposed 3-story office/laboratory building and detached 5-level parking structure development Project, and associated site improvements will result in the improvement of an existing vacant site, which is consistent with the General Plan Land Use Element's overall goal of revitalizing the City's non-residential corridors and policies of encouraging desirable and attractive new developments. The development Project will also be consistent with site's General Plan Land Use designation of Light Industrial, which is intended to allow a variety of light manufacturing and industrial uses, contained wholly within structures, as well as clean quite industry, commercial office. The Land Use Element further indicates industrial zones are established to strengthen and protect existing uses while encouraging desirable and creative new developments. The proposed development achieves this by creating a well-designed development that augments the burgeoning local bioscience industry. In addition, the overall development will further Objective 5 of the Land Use Element, which calls the City to encourage new business opportunities that expand the

City's economic base and serve the needs of the City's residential and business community. Based on review of the preliminary development plans, the proposed Project is not anticipated to result in any significant impacts on surrounding uses or to be inconsistent with the goals of the General Plan, and 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 (AUP) 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 other applicable provisions of this Title and the CCMC.

The Industrial General (IG) zoning district allows for the use of tandem parking configuration subject to an Administrative Use Permit as outlined in CCMC Section 17.320.035.C.1.b, and the proposed tandem parking layout complies with all other applicable provisions regarding parking design and layout guidelines. Each tandem stall pair is 9' 0" feet in width and 36 feet in depth, striped per the Zoning Code, and provided with wheel stops where abutting the parking structure walls/barriers. In addition, all backup areas, drive aisles, and Code required circulation areas necessary for the tandem parking stalls are compliance with the dimensions specified by the Zoning Code.

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

The subject site's General Plan land use designation is Light Industrial, which corresponds to the Industrial Light (IL) zoning district, while the zoning designation of the site is Industrial General (IG). The proposed use of tandem parking, which is the subject of the Administrative Use Permit (AUP), is allowed in all non-residential zones, including IL and IG, subject to approval of an AUP. Further, the Light Industrial General Plan land use designation is designed to allow a limited variety of light manufacturing and industrial uses that can be contained within wholly enclosed structures, as well as commercial uses and office. The proposed use of tandem parking for the existing development will be consistent with this purpose as it will serve an office/laboratory building that is consistent with the goals of allowing clean, quiet industry and commercial office within the subject land use designation. This application does not include any variance or request to amend the General Plan, Zoning Code, or corresponding designation and there is no applicable Specific Plan for this location.

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 proposed use of tandem parking configuration, is in compliance with the design and size requirements of the Zoning Code, with each tandem set being nine (9) feet wide by thirty-six (36) feet deep/long and accessed by via drive aisles meeting required sizes, thus being compatible with the existing and future commercial and light industrial uses in the surrounding vicinity. The tandem parking will be located within the easterly segment of

each level of the proposed parking structure, which is located towards the rear of the site, behind the office/laboratory building, and accessed by a long two-way driveway along the westerly property line and connecting with Jefferson Boulevard. This will be consistent with the surrounding properties, the majority of which are developed in a similar layout of having the primary building at the front of the site along Jefferson Boulevard with the off-street parking located towards the rear of the site behind the primary building. The building is proposed to be occupied by one single tenant, an office/lab use; the parking will be provided solely for the tenant of the building and will be administered by the operator of the business. Due to the nature of the primary business use, which is an office/laboratory for medical research and development, and which does not entail frequent vehicle ingress and egress movements, particularly by non-employees, the Project will not require the use of a parking attendant as proposed. However, the Project is conditioned to require that a parking management plan outlining how the tandem stalls will be assigned/managed will be provided be submitted for review and approval of the Planning Manager, and which will be updated as necessary should additional tenants or uses be approved to occupy the site, and that tandem pairs be assigned to employees (of the same tenant if multiple tenants are proposed) in such a way to maximize the availability of non-tandem stalls for visitors. The design, size, location and operating characteristics of the proposed use of tandem parking comply with the Zoning Code, will not have an impact on adjacent uses, and are therefore found to be compatible with the existing and future commercial land uses in the vicinity of the subject site.

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 Project site is comprised of two (2) vacant parcels, which are gently sloped, and generally rectangular shaped, totaling approximately 84,153 square feet or 1.9 acres of lot area. The site is located along a primary artery (Jefferson Boulevard), within an urbanized area, and surrounded by other commercial and light industrial land uses. The applicant proposes to provide 108 off-street parking spaces (54 pairs) in a tandem configuration in order to increase the amount of on-site parking within the proposed parking structure, which will be a surplus of 165 spaces for the site. The amount, size, and configuration of the parking spaces will be provided in compliance with the requirements of the Zoning Code. The site provides ample room for the proposed parking configuration, including access driveway, required back-up space of twenty-four (24) feet necessary for vehicles to maneuver in and out of the parking stalls. The property will be able to adequately provide space for all necessary circulation, and required site amenities such as a new trash enclosure, new bicycle racks, and on-site handicap accessible parking. Access will continue to be provided from a driveway along Jefferson Boulevard at the southwest corner of the site, consistent with the provision of access for parking on adjoining properties, and will be reconstructed to comply with American's with Disabilities Act (ADA) standards. There are no physical constraints that would prevent or create a hazard by use of the provision or use of the tandem parking. The proposed tandem parking configuration will not create any conflicts with surrounding land uses and will not require the provision of additional utilities.

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 requested approval for the use of tandem parking, which will be used by a single tenant
6 office/laboratory use, will result in an improvement to the site and property in the vicinity, as
7 well as to the general public interest, safety and welfare, by providing an increased number
8 of stalls. The parking will meet the minimum standards for size, access, circulation, and
9 maneuverability, ensuring safe vehicle circulation is preserved. Since the tandem parking
10 will be located within the proposed parking structure at the rear of the site, which is
11 accessed by a long two-way driveway, circulation at its intersection with Jefferson
12 Boulevard will not be negatively affected. Further, the establishment of on-site tandem
13 parking through this approval, and subject to the conditions of approval attached as Exhibit
14 A, will not be detrimental to the public interest, health, safety, or general welfare or injurious
15 to persons, property or improvements in the surrounding industrial zoning district or vicinity
16 and will not create negative on-site or off-site impacts.

17 **Administrative Modification**

18 As outlined in CCMC Section 17.550.020, the following required findings for an Administrative
19 Modification are hereby made:

20 **1. The strict application of the applicable development standard creates an**
21 **unnecessary, involuntarily-created hardship, or unreasonable regulation that makes**
22 **it obviously impractical to require compliance with the development standards.**

23 The proposed development consists of two buildings; the three-story office/laboratory
24 building, which is proposed to measure 47'-3½" in height measured to the highest point of
25 the line of roof deck from the grade below, and the five-level parking structure, which is
26 proposed to measure approximately 43'-2" in height to the top surface of the roof parking
27 level. Therefore, the 10% maximum allowed Administrative Modification (AM) is requested,
28 which would allow up to 47'-3½" in height. The subject site is located within the IG zone,
29 which allows a maximum height of forty-three (43) feet. Strict application of this
development standard creates an unnecessary, involuntarily-created hardship due to the
slightly sloped topography of the site and the operational needs of the planned occupant.
The building design has already been created with the intent of addressing this matter, as
the lowest levels of the buildings are proposed partially below grade at the front ends where
the site grade is higher; thus, the buildings comply with the height requirement at the front
portion. The proposed office/laboratory occupant will utilize various lab equipment and
necessitate ventilation equipment, which is accommodated by the proposed ceiling heights,
measuring approximately 15'-6" each. Strict compliance with the development standard
would result in the loss of a level (i.e. floor area and parking), or reduction in ceiling heights,
or locating additional portions of the buildings below grade, all of which would all create
unnecessary, involuntarily-created hardship and impractical development.

30 **2. Approval of the Administrative Modification would not be detrimental to the public**

health, interest, safety, or general welfare, and would not be detrimental or injurious to property or improvements in the vicinity and in the same zoning district.

Approval of the proposed modification will allow for a portion of the proposed buildings to have a maximum of 10% (i.e. 4'-3½") additional height above the Zoning Code allowed maximum of forty-three (43) feet, which will not be perceivable from the street facing elevation. The closest residential uses are at least approximately one hundred (100) feet away, beyond the Ballona Creek, and heavy landscaping buffers the visual presence of the light industrial properties along this corridor, including the subject site; additional landscaping on the rear parcel of the subject site will increase this buffer. The increase in height is necessary due to site topography and operational requirements. In addition, the proposed buildings are designed to incorporate a variety of materials in combination to create articulated and attractive façades. This minimal increase will allow for the provision of adequate ceiling heights for the proposed office/laboratory use operations and provision of additional off-street parking. The proposed development Project will comply with all other applicable Zoning Code standards. Therefore, the requested Administrative modification will not be detrimental or injurious to property or improvements in the vicinity and in the same zoning district.

3. The project is consistent with the General Plan and complies with all other applicable provision of this Title.

The General Plan Land Use designation for the site is Light Industrial, which is intended to allow a variety of light manufacturing and industrial uses, contained wholly within structures, as well as commercial office. The proposed AM will not create an operation inconsistent with this goal. In addition, the overall development will further Objective 5 of the Land Use Element, which calls the City to encourage new business opportunities that expand the City's economic base and serve the needs of the City's residential and business community. The proposed Project meets all other applicable Zoning Code requirements, including Section 17.550, which allows an increase or reduction of specified development standards by 10% or less of the required standard.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby approves Site Plan Review, P2016-0139-SPR; Administrative Use Permit, P2016-0139-AUP; Administrative Modification, P2016-0139-AM; and subject to the conditions of approval set forth in Exhibit A attached hereto and incorporated herein by this reference.

APPROVED and ADOPTED this 26th day of October, 2016.

DAVID VONCANNON – CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

Yvonne Hunt
Administrative Secretary

EXHIBIT A
RESOLUTION NO. 2016-P018
Case No. P2016-0139-SPR, P2016-0139-AUP, P2016-0139-AM
9919 Jefferson Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	These Conditions of Approval are being imposed on the 3-story, 62,558 sq. ft. office/laboratory and detached 5-level parking structure development (the "Project"), for the property located at 9919 Jefferson 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 two 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	
6.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property	Planning	Standard	

EXHIBIT A
 RESOLUTION NO. 2016-P018
 Case No. P2016-0139-SPR, P2016-0139-AUP, P2016-0139-AM
 9919 Jefferson Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
	Development and Use Standards".			
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 proposed equipment (i.e., gas meters, transformers, access ladders, fire standpipes, air conditioning units, vents, utility risers, downspouts, rain gutters, and similar equipment) shall be screened from public view in accordance with CCMC Section 17.300.035(C). The method of screening must be architecturally integrated with the building in terms of materials, color, shape and size.	Planning	Special	
11.	All permits and licenses required in connection with the development or use of the Project shall be applied for and obtained separately.	All	Standard	
12.	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	
13.	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. Street trees shall be required along the project's frontage with Jefferson Boulevard. New trees shall be a minimum 36-inch box in size and be spaced 30' to 40' on center. Tree species shall conform to the City's Urban Forest Master Plan Tree list; be	Public Works	Standard/ Special	

EXHIBIT A
RESOLUTION NO. 2016-P018
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GENERAL				
	planted in a tree well with a grate. 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. A landscape plan for the street trees shall be included in the Off-Site Improvement plans. The health of the street trees shall be guaranteed by the applicant for a period of one year after all public improvements have been accepted by the City.			
14.	This project is subject to the City's Sewer Facility Charge (SFC). This charge shall be paid prior to the issuance of the building permit	Public Works	Special	
15.	The Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the on-site Improvement and off-site improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges	Public Works	Special	
16.	All construction over or within the existing City of Los Angeles' 30 foot wide sewer easement for the existing Lower North Outfall Sewer (NOS) shall be approved by the City of Los Angeles. Specifically, a letter from the Division Engineer of the City of Los Angeles', Department of Public Works, Bureau of Engineering, Wastewater Conveyance Engineering Division, shall be obtained and submitted to the Culver City Engineering Division outlining all requirements of the City of Los Angeles. This letter shall be submitted prior to the approval of the on-site improvement plan or excavation plan.	Public Works	Special	
17.	The City of Culver City's main line sewer that runs parallel with and approximately 15 feet northerly of the City of Los Angeles' NOS line	Public Works	Special	

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	shall be accurately plotted on the project drawings. This line shall be investigated to determine if there are any active connections upstream of the project site. If this line is not active, then it can be abandoned or used as a point of connection for the project. If it is an active line, then the Applicant shall dedicate an eight (8) foot wide (four feet on each side of the centerline) sewer easement to the City of Culver City. There can be no structures, including stairs, located within the easement. In any case, the applicant shall video the line and determine its condition. The applicant shall make any repairs as necessary that will correct any breaks, major cracks, or offset joints.			
18.	Any site drainage that flows to the Ballona Creek shall require a permit through the Los Angeles County Flood Control District. This permit shall be obtained prior to the approval of the Site Improvement Plan.	Public Works	Special	
19.	The Applicant's civil engineer shall accurately establish the centerline of Jefferson Boulevard and provide dimensions, on both sides of the street, from centerline to curb face and from curb face to the street right-of-way including the width of the existing sidewalks.	Public Works	Special	
20.	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	
21.	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	

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22.	The full width of Jefferson Boulevard adjacent to the project's frontage shall be repaved. The repaving shall consist of a three inch grind with the replacement asphalt being a one inch leveling course of conventional asphalt and a two inch final lift of rubberized asphalt.	Public Works	Special	
23.	The existing sidewalk and curb, and gutter along the project's frontage with Jefferson Boulevard shall be reconstructed. The curb face shall be raised to a minimum of 6-inches in height. The new sidewalk shall be constructed to the full parkway width. Existing traffic signal poles and equipment, street lights, etc. shall be raised to the new grade. All existing pull boxes shall be replaced with new pull boxes.	Public Works	Special	
24.	The existing easterly drive approach shall be removed and replaced with curb, gutter, and sidewalk. With the additional length of full height curb added to the project's frontage in this location, one new parking space and parking meter shall be installed.	Public Works	Special	
25.	Handicap accessibility shall be provided across the drive approach. The driveway and drive approach shall intersect Jefferson Boulevard at a 90 degree angle.	Public Works	Special	
26.	A pedestrian crosswalk shall be installed across the project's drive approach. The crosswalk shall have pedestrian indications across the drive approach with handicap push buttons.	Public Works	Special	
27.	The Project shall modify the traffic signal installation and signal detection at the project driveway. The project shall provide a street-type driveway with 25 foot radius curb returns, pedestrian heads across the driveway, 12-inch signal heads where 8-inch signal heads exist, and provide bicycle/motorcycle-friendly limit line detection.	Public Works	Special	
28.	Inductive loop detectors shall be installed on the	Public	Special	

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	exit lane of the project's driveway. If needed, the applicant shall supplement the existing traffic signal maintenance easement to incorporate the new detectors. The applicant's civil engineer shall plot the location of the existing easement on all project plans.	Works		
29.	The Project shall revise the striping on Jefferson Boulevard from east of College Boulevard to the reconstructed driveway to the satisfaction of the City.	Public Works	Special	
30.	All striping, legends, parking tees, etc. shall be installed using thermoplastic paint and per CALTRANS standards.	Public Works	Special	
31.	Secure bicycle parking shall be provided to accommodate a minimum of nine (9) bicycles, to meet the bicycle parking requirements for the project, and shall include six (6) long-term parking spaces and three (3) short-term parking spaces. 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. 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 restaurant/retail/office 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	Public Works	Special	

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	maneuvering areas and clearances within the bicycle parking areas. Bicycle parking shall be installed only on all-weather surfaces			
32.	Prior to issuance of any Public Works Department/Engineering Division Permit for the Project, the developer shall obtain a determination from the Public Works Department Administration staff that the final bicycle parking layout is in compliance with these bicycle parking requirements.	Public Works	Special	
33.	Prior to issuance of any Public Works Department/Engineering Division Permit for offsite improvements, the developer shall submit, for review and approval of the City Engineer or his designee, a bicycle handling plan for the work zone in the public right-of-way and detailing the type and content of bicycle related construction warning signage and location. The bicycling handling plan may be incorporated into a traffic handling plan submitted for the same work zone.	Public Works	Special	
34.	Trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet x 12 feet, which shall be increased forty (40) square feet for each additional bin required above two (2). The trash enclosure/room shall be constructed a 6 inch high by 6 inch wide concrete curb along the inside perimeter wall, an 8-foot concrete loading pad in front of the trash enclosure/room, a gated opening that is at least 10 feet wide, separate access door for tenant use, at least a 6 inch thick concrete slab that drains at a one percent gradient out of the enclosure. Final approval for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the Project shall be obtained from the City's Environmental Programs and Operations Manager, in compliance with the Project's approved	Public Works/ Fire/ Planning	Standard/ Special	

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	Trash/Recycling Management Plan. 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.			
35.	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 this service.	Public Works	Standard	
36.	The Project shall provide adequate trash and recycling capacity and shall comply with Assembly Bill 939, 1826, and 341 waste diversion goals.	Public Works	Special	
37.	The Project shall meet all provisions of CCMC Section 7.05.015 -”Transportation Demand and Trip Reduction Measures”.	Trans.	Standard	
38.	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	
39.	Any utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Building/ Planning	Standard	
40.	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	

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41.	Pursuant to the Culver City Mandatory Solar Photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq., the project shall install 1 kw of solar pv power per 10k s.f. of building area, not including garage area.	Building	Special	
42.	Any foundation piles shall be drilled and cast not driven.	Building	Special	
43.	A licensed surveyor shall monitor the adjacent properties for any movement on the north and south sides of the proposed project weekly and shall provide a written report weekly to the Building Official during the time of soils excavation, shoring, foundation construction, lower level walls construction, and grade level floor, and walls construction.	Building	Special	
44.	The north wall of the parking structure shall be solid reinforced concrete or reinforced concrete block with no openings.	Building	Special	
45.	The rear stairs of the parking structure shall exit to the exterior/ east side of the parking structure at grade level. The east wall of the parking structure shall be solid reinforced concrete or reinforced concrete block with no openings.	Building	Special	
46.	All treads, risers, handrails, etc. for any common area stairway shall be 100% non-combustible construction.	Building	Special	
47.	All paths of egress shall be minimum two (2) hour rated. All doors as part of the path of egress of common areas shall swing in the direction of egress. All exit stairways in the office building shall be one hour rated. All paths of egress shall be minimum two (2) hour rated all sides until they daylight at the public sidewalk.	Building	Special	
48.	The office building structure shall be minimum two (2) hour rated throughout. All exterior	Building	Special	

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	finishes shall be noncombustible.			
49.	Any trash rooms or service rooms shall be minimum two (2) hour rated to all other areas.	Building	Special	
50.	Provide UL two (2) hour details for all rated walls and floors, and provide UL details of all types of proposed penetrations.	Building	Special	
51.	In the office building provide areas of rescue assistance per 2013 CBC.	Building	Special	
52.	The project shall be designed to be in compliance with the requirements of California Title 24, the National Fire Protection Association (NFPA) and the CCMC.	Fire	Special	
53.	The buildings and parking structures shall have fire sprinklers per National Fire Protection Association (NFPA) 13. The Double Detector Check Assembly (DDCA) shall be located as required by Southern California Water (SCW) and the screening of this device shall be per the Planning Division requirements. There shall be a minimum of a three foot radius of concrete around and under the Double Detector Check Assembly (DDCA). A separate permit from the Fire Department is required along with plan review and approval for fire sprinklers and the underground fire service lines, contact the Fire Prevention Division. a. 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 requirement. Contact Culver City Engineering Division for permits and placement of fire hydrants to maximize on-street parking. Each building shall have an alarm check assembly.	Fire	Special	

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	b. Fire sprinkler monitoring and a manual and automatic (smoke detection) fire alarm system per NFPA 72 shall be provided. The fire monitoring system shall be provided 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. Provide audible visual devices per NFPA 72 public mode. Make preparations for connection to all Duct Smoke detection per CCFD regulations (system type detectors only) and for connection to Class I hood and/or clean agent and pre-action suppression extinguishing systems if provided. c. Provide Class III hose valve systems in each building with 2-1/2" valves and 1-1/2" reducing caps. Special arrangements shall be provided for bollards if a stress deck. Hose locations shall be approved during the review process by the fire department. d. Trash areas within five feet of the building shall be protected by fire sprinklers. e. 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. f. Parapets in excess of five feet shall have catwalks, contact CCFD for requirements. g. Knox Box and/or Knox key switches shall be provided. Motorized access gates shall have a 'Knox' key switch. Contact CCFD for specific requirements. h. Concrete surfaces between the street and			

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	main entrance for each building shall be paved to allow the rolling of a medical gurney. i. The below grade parking structure shall have a smoke exhaust system operated by the fire sprinkler system in the garage area. Permit and inspection will be reviewed by and conducted by CCFD and the Building Department Mechanical Division. j. Special submittals for review are required for green building construction. One (1) hour construction with fire sprinkler system shall be provided if roof structure has green elements restricting firefighting operations. Smoke and heat vents may also be required pending review of proposed use. k. All rooms interior and exterior shall be provided with numbers and room description. Stairways shall be marked at access and on each landing stair number and if stairway provides roof access or no roof access. l. All emergency lights and exit lights shall have self-contained battery backup power. m. A public fire hydrant shall be provided with the location to be determined by the Fire Marshal. A private Fire Hydrant shall be provided per meetings with the Architect. n. All fire sprinkler water shall be directed and discharged into the building filter and drain system and shall not be discharged into the public way or the storm drain system. All water from the fire sprinkler system shall be kept from entering the creek. o. All exterior overhangs shall be protected with fire sprinklers when required by NFPA			

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	13 or as part of the exit system to the public way. p. A master key system shall be created for the access to the structures and placed in the KNOX Box. q. Any security screens or similar equipment shall have exterior Fire Department overrides.			
54.	Changes to the Project or use approved as part of the Land Use Permit may only be made in accordance with the provisions of CCMC Section 17.595.035 – “Changes to an Approved Project”.	Planning	Standard	

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55.	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	
56.	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,	City Attorney	Standard	

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	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.			
57.	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	
58.	The final landscape plans shall show proposed plantings in the rear/northerly yard area of a species with sufficient height and density so as to provide a visual buffer from the residential neighborhood north beyond Ballona Creek. Landscaping around the site's vehicular entrance and the parking structure entrance will be such that there are no visual conflicts for pedestrians and motorists.	Planning	Special	
59.	The final landscape plans shall show proposed plantings to grow on the eco-mesh façade of the north elevation of the proposed parking structure, so as to provide an additional visual buffer between the structure and surrounding properties to the north of the project site.	Planning	Special	
60.	A minimum of four (4) sets of lighting plans shall be submitted identifying the location of all light fixtures and foot candle levels throughout the site, including the parking structure roof level, as well as photometric illustrations, lighting fixture details, and any additional information deemed necessary to show there is no spill-over from proposed lighting fixtures, in particular from the proposed parking structure, for review and approval by the Planning Manager and applicable City staff. All exterior lighting shall be energy efficient, architecturally integrated and	Planning	Special	

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	compatible with the building design, and installed such that lighting is directed onto the subject site and does not impact abutting uses. Proposed lighting at the parking structure shall be low-profile and any proposed light poles shall be maintained at a low height. Timers shall be used to turn of lights during hours when lighting is not needed.			
61.	Payment of New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq. shall be submitted.	Planning/ Building	Standard	
62.	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	
63.	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	
64.	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	Building	Standard	

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	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.			
65.	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, Public Works Department, 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.	Planning/ Public Works	Standard	

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	D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas. E. The location and travel routes of off-site staging and parking locations.			
66.	Two (2) sets of on-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting. Among other things, the on-site improvement plans shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only	Public Works	Special	
67.	A final hydrology and hydraulics report shall be submitted to the City Engineer as part of the on-site improvement plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump	Public Works	Special	
68.	A geotechnical report from a State licensed geotechnical engineer, as part of the on-site improvement plan, reporting on the suitability of the onsite soils to support the proposed construction shall be submitted to the City Engineer. The report shall also include a liquefaction analysis, percolation tests for SUSMP considerations, and a determination of the adequate pavement and base requirements for the drive aisles and parking areas.	Public Works	Special	
69.	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 Appendix Chapter 33 of the California Building Code. These certifications and reports shall be	Public Works	Special	

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	submitted to the Engineering Division for review prior to the issuance of any building permits.			
70.	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 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 shall be included in the street improvement plans.	Public Works	Special	
71.	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 "Conceptual – Not For Construction" Post Development Hydrology / SUSMP Map. The approval of the SUSMP is required prior to	Public Works	Special	

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	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.			
72.	Concurrent with the submittal of the on-site improvement plan, a Local Storm Water Pollution Prevention Plan (LSWPPP) shall be submitted for review and approval by the City Engineer. The erosion control plan shall be developed and implemented in accordance with the requirements of the Los Angeles County Stormwater Quality Management Program, NPDES Permit No. CAS614001. The plan shall include the design and placement of recommended Best Management Practices (BMPs) to effectively prohibit the entry of pollutants from the construction site into the public street or storm drain system. The improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks." Prior to the start of design of these plans and of necessary reports, the applicant's Civil Engineer shall meet with the City's Stormwater Program Manager to obtain information on the City-specific and LSWPPP requirements. The Storm Water Pollution Prevention Plan shall be submitted to the Engineering Division prior to any permit issuance. The Site Improvement Plans shall not be accepted for review unless the LSWPPP is included in the submittal package, including the plan check fee associated with the LSWPPP	Public Works	Special	
73.	This project proposes to redevelop a property that exceeds one acre. Therefore, prior to the issuance of Grading or Building Permits, proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger	Public Works	Special	

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	Identification (WDID) number shall be submitted. This will include the filing of a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State. A copy of the SWPPP and WDID shall be provided to the Engineering Division prior to the approval of the LSWPPP			
74.	Concurrent with submitting any application for Building Permit for any work involving vehicle parking, the applicant shall provide detailed design and location information on the bicycle parking for the project to the Public Works Department. 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	Special	
75.	The applicant must show all CCMC Section 7.05.015 Transportation Demand and Trip Reduction Measures in Building Plans prior to issuance of Building Permit. A copy of the Building Permit Plans shall be provided to Transportation Department for review and approval prior to issuance of Building Permit.	Trans.	Special	
76.	The overall construction permit application drawings shall indicate any construction staging areas proposed. The Culver City Engineering Division will require a separate permit for the temporary use of any City right of way. Permission to use any portion of the City right of way may be revoked and/ or required to be modified at any time at the direction of City staff.	Building	Special	
77.	Provide a Culver City CalGreen checklist and a Culver City Green Building Program Tier 1 checklist on the construction permit drawings.	Building	Special	
78.	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	Building	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
	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.			
79.	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	
80.	The Applicant shall obtain updated operations information from the adjacent radio facility operator (e.g. hours of operation, hours and locations of sensitive activities, such as recording/ broadcasting) and follow the recommendations of the noise and vibration study, and submit to the Planning Division any necessary updates/revisions.	Planning	Special	
81.	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	
82.	A project pre-construction meeting shall be held at City Hall prior to the issuance of the building	Building	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO BUILDING PERMIT ISSUANCE				
	permit; the project field superintendent shall be required to attend			
NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
83.	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. The sign shall also identify the hours of construction, and mandatory safety clothing, such as hardhat, shirt with sleeves, long pants, closed toe shoes, gloves, and eye and ear protection as necessary	Building/ Planning	Standard/ Special	
84.	The Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
85.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building	Standard	
86.	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	
87.	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	
88.	When foundation shoring and/or foundation piles will be part of the Project, the engineer of record	Building/ Planning	Standard	

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DURING CONSTRUCTION				
	shall use noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Planning Manager.			
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 (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	
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.	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	Building/ Planning	Standard	

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DURING CONSTRUCTION				
	maintained to minimize noise emissions; C. If any construction vehicles are serviced at a location onsite, the vehicle(s) shall be setback from any street and other property lines so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors; D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Planning Manager and the Building Official in order to comply with the City's Noise Regulations and Standards as set forth in CCMC Chapter 9.07; and E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.			
93.	The project shall install temporary sound blankets on the windows of the wall of the NPR building adjacent to the construction site near Studio's B and C. The blankets shall be installed prior to commencement of any grading, excavation, or construction activities, and shall remain as long as it is deemed necessary or until a Certificate of Occupancy is issued, whichever comes first.	Planning	Special/ Mitigation Measure	
94.	The project shall not commence drilling operations within fifty (50) feet of the adjacent National Public Radio (NPR) buildings until after 2:00 pm, or other appropriate time as determined by the updated operations information from the adjacent tenant/operator.	Planning	Special/ Mitigation Measure	
95.	The project shall excavate the first slot of excavation along the easterly property line	Planning	Special/ Mitigation	

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DURING CONSTRUCTION				
	adjacent to the NPR building.		Measure	
96.	The project shall restrict equipment operation to the west side of the site whenever possible	Planning	Special/ Mitigation Measure	
97.	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	
98.	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	
99.	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	
100.	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	Building/ Public Works	Standard	

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DURING CONSTRUCTION				
	be permitted to park on public streets.			
101.	All trucks driving to the job-site shall obtain Culver City haul route permits from the Culver City Public Works Department/ Engineering Division.	Building	Special	
102.	Any sidewalk closing shall gain approval of the Culver City Engineering Division. No projections over the right of way will be permitted without Culver City Engineering Division approval.	Building	Special	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
103.	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 September 8, 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	
104.	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	
105.	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	All	Standard	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
	to issuance of any certificate of occupancy the following shall be provided to and approved by the City: A. Five full sets of as-built plans that shall include at a minimum the site plan, grading and utility plan, landscape and irrigation plan, floor plan for each level of the Project, parking structure plan, roof plan with all mechanical equipment identified as to purpose and source and all offsite improvements; and B. One set of as-built plans as described above in a digital format compatible with the City's computer system.			
106.	To mitigate the impact at the intersection of Jefferson Boulevard and Duquesne Avenue, the project is required to pay \$250,000, which is 50% of the cost, to widen Duquesne Avenue by eight (8) feet in order to accommodate a left, left/through, a right-turn lane and bicycle lanes in each direction.	Public Works	Special/ Mitigation Measure	
107.	To mitigate the impact at the intersection Jefferson Boulevard and National Boulevard, in the City of Los Angeles, the project is required to provide the following signal system improvements at a total cost of \$104,500 (\$95,000 plus 10% contingencies): a. Upgrade the following three (3) cameras: i. Camera #350 at Jefferson Boulevard and National Boulevard ii. Camera #12 at Jefferson Boulevard and La Cienega Boulevard iii. Camera #24 at La Cienega Boulevard and Rodeo Road b. Replace 2.3 miles of existing fiber and convert fiber from multi-mode to single-mode from the intersection of Rodeo Road and La Cienega Boulevard to the	Public Works	Special/ Mitigation Measure	

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	hub (FS68) c. Install a new camera at Higuera Street near the intersection of Jefferson Boulevard and Rodeo Road with visibility of traffic from Culver City.			
108.	All bicycle parking required above, shall be installed, maintained and managed by the developer or their successors, and approved by the Public Works Director or their designee, prior to issuance of any Certificate of Occupancy.	Public Works	Special	
109.	A parking management plan shall be submitted for review and approval by the Planning Manager, outlining the proposed operations, assignment, and management of the proposed tandem parking. Tandem pairs of off-street parking shall be assigned to employees (of the same department, shift, or tenant if multiple tenants are proposed) to maximize the availability of non-tandem stalls for visitors. The parking management plan shall be updated as necessary should additional tenants or uses be approved to occupy the site.	Planning	Special	

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
110.	The use and development of the Property shall be in substantial conformance with the plans and materials submitted with the application for the Land Use Permit as reviewed by the Planning Commission at its meeting on October 26, 2016, excepted as modified by these Conditions of Approval.	Planning	Standard	
111.	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	All	Standard	

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ON-GOING				
	Approval or other requirements of the CCMC.			
112.	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	
113.	All graffiti shall be removed from the Property within 48 hours of its application.	Building/ Planning/ Public Works	Standard	
114.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
115.	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	