

RESOLUTION NO. 2022- P017

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, (1) APPROVING SITE PLAN REVIEW, P2021-0103-SPR AND ADMINISTRATIVE USE PERMIT, P2021-0103-AUP; AND (2) RECOMMENDING TO THE CITY COUNCIL APPROVAL OF DENSITY AND OTHER BONUS INCENTIVES P2021-0103-DOBI, FOR A PROPOSED MIXED USE PROJECT CONSISTING OF A 6-STORY BUILDING WITH 104 MULTI-FAMILY RESIDENTIAL DWELLING UNITS THAT INCLUDE 5 VERY LOW INCOME AND 11 WORKFORCE UNITS, ABOVE 19,012 SQUARE FEET OF GROUND FLOOR COMMERCIAL SPACE AT 12727 WASHINGTON BOULEVAR IN THE COMMERCIAL GENERAL (CG) ZONE SUBJECT TO CONDITIONS OF APPROVAL.

(Site Plan Review, Administrative Site Plan Review, and
Density and Other Bonus Incentives,
P2021-0103-SPR, -AUP, -DOBI)

WHEREAS, on April 26, 2021, Bastion Development Corporation (the "Applicant"), filed applications for a Site Plan Review, Administrative Use Permit, and Density and Other Bonus Incentives to allow construction of a new 67 foot high, 6-level, 126,001 square foot mixed use building with 19,012 square foot, ground floor commercial space and 104 residential units that includes 5 very low-income and 11 workforce housing units, in the Commercial General (CG) Zone (the "Project"). The Project site is described as Lots 64 through 68 and a portion of Lot 69 of Tract No. 5951, with Los Angeles County Assessor numbers 4236-020-001 through and 4236-020-006; and,

WHEREAS, the Project includes in the City of Los Angeles, a 56-foot high, 5-level 41,624 square foot, multi-family residential development with 40 units that includes 3 extremely low-income units, in the Los Angeles R3-1 Zone. The Los Angeles portion is described as Lots 70 and 71 of Tract No. 5951, with Los Angeles County Assessor number 4236-020-030 and a 15-foot-wide alley to be vacated to the Applicant by the City of Los Angeles; and,

WHEREAS, while both portions of the Project are designed as one development with integrated vehicular, pedestrian, and residential amenities access, the Project is subject to

1 separate Zoning review and entitlement processing required by the two jurisdictions, City of
2 Culver City and City of Los Angeles, and Culver City is processing the above noted entitlements
3 only for the Project's Culver City portion; and,

4 WHEREAS, to implement the proposed Project, approval of the following applications is
5 required:
6

7 1. Site Plan Review P2021-0103-SPR: To ensure the Project is in compliance with
8 the required standards, design guidelines, and ordinances of the City; minimize potential
9 adverse effects on surrounding properties and the environment; and protect the integrity and
10 character of the residential, commercial, and public areas of the City;
11

12 2. Administrative Use Permit: For residential tandem parking, to ensure that the
13 alternative parking provided for some of the Project's required parking complies with all
14 required standards and City ordinances and to establish conditions of approval to ensure the
15 uses are compatible with the Project site and surrounding area; and,
16

17 3. Density and Other Bonus Incentives P2021-0103-DOBI: To ensure
18 implementation of State law requirements for density bonuses and other bonus incentives
19 comply with the goals and policies of the Housing Element of the City's General Plan; and,
20

21 WHEREAS, the Project qualifies for a Sustainable Communities Project Exemption
22 (SCPE) pursuant to California Environmental Quality Act (CEQA) Guidelines as analyzed in
23 the SCPE Report dated August 10, 2022 (Attachment No. 7 to the Staff Report). The SCPE
24 report describes in detail the Project's eligibility for said exemption pursuant to SB 375
25 streamlined CEQA review, and there are no potentially significant adverse impacts upon the
26 environment, based on the CEQA SCPE, as further described below:
27

- 28 I. The Proposed Project qualifies as a transit priority project pursuant to Public Resources
29 Code Section 21155(b) because the Proposed Project is consistent with the general use
designations, density, building intensity, and applicable policies specified for the project

1 area in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)
2 prepared by the Southern California Association of Governments (SCAG) pursuant to
3 Public Resources Code Section 21155(a); and contains more than 50% residential use;
4 provides a minimum net density greater than 20 units an acre; and is within one-half
5 mile of a major transit stop or high-quality transit corridor included in the SCAG
6 RTP/SCS per PRC Section 21155(b) and, as described below, all criteria in 21155.1(a)
7 and (b) are met by the Proposed Project, including environmental criteria, land use
8 criteria, and at least one criterion (affordable housing) in PRC Section 21155.1(c).; and

9 II. The Proposed Project meets all eight requirements of State Public Resources Code
10 Section 21155.1(a) that stipulates projects seeking an SB375 exemption meet the eight
11 criteria and as described in the SCPE Report that was prepared for the Project; and,

12 III. The Proposed Project meets all seven land use criteria of State Public Resources Code
13 Section 21155.1(b) that stipulates projects seeking an SB375 exemption meet the seven
14 land use criteria as described in the SCPE Report; and,

15 IV. State Public Resources Code Section 21155.1(c) further requires the Project to meet
16 one of three additional criteria to be eligible for the SB375 exemption. The Project will
17 provide 8 Low Income or lower units resulting in more than 5% of the 144-overall number
18 of dwelling units provided to Very Low Income or lower households. All restricted
19 affordable units within the Project, both in Culver City and Los Angeles, are covenanted
20 for 55 years.; and,

21 WHEREAS, on August 24, 2022, after conducting a duly noticed public hearing on the
22 subject application, including full consideration of the application, plans, staff report,
23 environmental information and all testimony presented, the Planning Commission (i) by a vote
24 of ___ to ___, adopted Sustainable Communities Project Exemption, in accordance with CEQA,
25 finding the Project will not result in significant adverse environmental impacts; (ii) by a vote of
26 ___ to ___, conditionally approved Site Plan Review and Administrative Use Permit, P2021-
27 0103—SPR/AUP; (iii) by a vote of ___to ___, recommended to the City Council approval of
28 Density and Other Bonus Incentives, P2021-0103- DOBI; and (iv) by a vote of ___ to ___, as part
29 of the DOBI recommendation, recommended the City Council approval of the following
Concessions in return for 5 very low income and 11 workforce units:

- I. Relief from the 56 FT height limit to allow a height of 67 FT and an additional 5 FT of parapet wall.
- II. Relief from setbacks to:

- a. Allow a 0-setback on portions of the street facing levels above the ground floor that normally require a 5-foot setback above the street facing ground level.
- b. Allow a 0-setback for the rear portion of the Project abutting the Los Angeles portion of the Project that has a residential Zone and that would normally require a 10-foot setback for the first 15 feet of height followed by a 60-degree clear zone above the 15 feet.

as set forth herein below.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

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

Site Plan Review:

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

- 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 this Chapter, 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 Commercial General (CG) zoning district, Mixed-Use Development Standards, and State Density Bonus Law. The Project design is compatible with the surrounding commercial neighborhood and contributes to the revitalization of the commercial corridor with development of a vacant lot, an old, underutilized commercial building, and surface parking lot. The building design and massing is consistent with the CG Zone standards, applicable concessions/waivers, and State Density law.

The 67 foot, 6-story structure in Culver City and the 56 foot, 5-story portion in Los Angeles is designed to respect the scale of existing developments. The 6-story building is oriented toward Washington Boulevard, a primary arterial and commercial corridor that is developed with 1 to 5-story commercial and mixed-use developments. The ground floor commercial uses are the same as surrounding ground floor commercial uses in the area, including the mixed-use project west of the Project Site.

The 5-story portion faces Zanja and Meier Streets in Los Angeles and this area includes 1 to 3 story medium density residential developments with limited commercial uses. The Project on Zanja Street places residential units on the ground floor with outdoor porches, enhancing the residential character of Zanja Street that includes dwelling units across

the street. The 6-story portion with ground floor retail and greater residential density faces Washington Boulevard and is a continuation of the medium to high density commercial uses along the commercial corridor. This portion will also add a third mixed use project within a quarter mile radius, adding to the Project's compatibility with surrounding mixed-use developments.

Ground floor open spaces are integrated with the public sidewalk continuing the pedestrian path along the commercial corridor. On-site vehicle and pedestrian circulation and parking and loading are oriented into the rear ground floor area and are designed to limit spill over into adjacent properties. Adequate public and private sidewalks and walkways accommodate Project users and the Project development within an entire City block eliminates conflict with adjacent lots. Height and setbacks are consistent with State Density Bonus Law that allow greater height and less or more setbacks than what the Code permits with concessions.

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

The Project's building uses the irregular, triangle-shaped Site to design an irregular "L" shaped structure above a 2-story podium that fills most of the Site. The bottom of the L is in Culer City and is 6 levels when combined with the 2-story podium underneath it. The rest of the structure is in Los Angeles and is 5 levels (3 stories above the podium). Both sections of the building share a residential garden terrace and swimming pool above the 2-story podium, a ground floor garage and loading area, and 2 levels of subterranean parking.

The design is modern using broad straight and vertical lines. Parapets, recessed balconies, and offset street facing building frontages break structure massing. A 7-foot building step back for a distance of 64 feet along Washington Boulevard makes the building look like 2 separate structures when viewed at angles from either east or west of the Project Site. Ground floor commercial spaces, outdoor dining along Washington Boulevard, and setbacks ranging from 8 to 16 feet providing outdoor seating, activate the Project's streetscape and walkability.

Finished exteriors include stucco, exterior cladding, wood color panels, exposed concrete wall, metal store fronts, roof screens, clear glass, and dark gray handrails, creating a varied façade. The color palette consists of yellow, grey, and tan or wood tones. The Washington Boulevard pedestrian-oriented streetscape is continuous, unbroken sidewalk from Meier to Zanja Streets because surface and subterranean garage access is off Meier and Zanja Streets. The continuous Washington Boulevard frontage eliminates visual impacts created by parking garages and driveways.

Project residential massing at 5 stories is compatible with the 1 to 3 level apartment buildings facing Zanja and Meier Streets while the 6-story mixed used portion is

compatible with commercial and mixed-use developments along Washington Boulevard. Articulation and varied colors and materials are similar to the multi-color, modular looking mixed-use project directly west of this Site. The Project is designed to conform to applicable provisions of the Mixed-Use Development Standards, Commercial General (CG) Zone, and applicable City development standards, and State Density Law allowed concessions.

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

The Project includes street trees along Meier Street, Washington Boulevard, and Zanja Street within the City and Los Angeles. An additional landscape strip along Zanja Street provides an additional buffer between the sidewalk and the Zanja Street frontage. Pedestrian oriented plazas and outdoor seating in front of the retail spaces on Washington Boulevard create opportunities for sidewalk café and public spaces, promoting active pedestrian friendly street scenes. Landscape features, including trees, shrubs, and ground covering are on the second-floor residential opens space deck. A sixth-floor open space, landscaped deck offers a leisure and lounge area with a fire table and seating and dining areas for Project residents. The landscape tree palette comprises London Plane, Purple Orchard, Peppermint Willow, Brisbane Box, Princeton Sentry Ginkgo, and Marina Strawberry. A wide variety of drought tolerant shrubs like Foxtail Agave, Blue Flame Agave, Dawe's Aloe, and Island Bush Snapdragon provide additional landscape accents and buffering. These various landscape features provide an attractive view of the Project from various angles and reduces the Project's sense of massing by adding a flora along various levels and facia.

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 location occupies an entire City block and there are no adjacent developments that could potentially be impacted by the Project. The Project is designed with vehicular access that will not interfere with other nearby properties and higher massing with a commercial component is oriented towards Washington Boulevard, a commercial corridor. The lower, less intense residential only portion faces residential multi-family developments along Zanja and Meier Streets. Overall Project height is placed at the west and south leaving only 2 levels at the north and east consistent with the 1 to 3 level apartment buildings north and east of the Site. Pedestrian access is adequately provided with extra wide sidewalks along Washington Boulevard that are a combination of private and public walkways. Standard residential sidewalks front the project along Zanja and Meier Streets resulting in sufficient space for pedestrians to access the site without impacting other properties.

1 The Project's design and layout will not create conflicts with the use and enjoyment of
2 adjacent commercial areas and future development and will reduce the possibility of
3 vehicular or pedestrian hazards. The overall improvement of converting an underutilized
4 site to an economically functioning modern building with commercial and residential
5 uses is consistent with the City's intent to assure the on-going viability of its commercial
6 corridors and is in the best interest of the public health, safety, and general welfare.

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

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

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

19 The Culver City General Plan Land Use Element designates the property General
20 Corridor. The property is zoned Commercial General which permits the proposed mixed-
21 use development. The application includes concessions to allow relief of certain
22 development standards to ensure affordable and workforce housing as required under
23 State Density Law. Both the residential component and commercial ground floor activity
24 is consistent with General Plan Land Use Objective 24 and Policy 24.F that encourage
25 protection and enhancement of residential and business uses in the City's Western Sub-
26 Area and emphasize retail neighborhood uses along Washington Boulevard between
27 Redwood Avenue and Washington Place. The Project is consistent with General Plan
28 Land Use Objective 6 – Commercial Corridors – because the mixed-use development
29 will revitalize the physical character and economic wellbeing of this specific portion of
the west Washington Boulevard corridor by repurposing vacant dilapidated parcels that
breaks the pattern of an otherwise active corridor.

The Project's housing component is consistent with various Housing Element policies.
It implements the Housing Element quantified objectives and Regional Housing Needs
Assessment (RHNA) 6th Cycle, 2021 to 2029 by providing 5 of the 554 very low-income
units and 99 of the 1,069 above market rate units that includes 11 workforce housing
units, as noted below:

Table 44: Quantified Objectives

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction	554	554	604	560	1,069	3,341
Preservation	30	30	60	0	0	120
Conservation	29	30	134	38	0	231

More specifically, the housing component implements Objective 2 – Housing Supply by expanding opportunities for a variety of housing types such as provisions for studio, one-bedroom, and 2-bedroom units, all of varying sizes. The housing’s proximity to Culver City Bus Line 1 and Metro Line 33, both of which connect with the Metro E Line (Expo) Culver City station furthers Policy 2.B that promotes housing access to the LA Metro E Line Culver City Station. The Project design, as noted above in previous Findings, is compatible with surrounding commercial and mixed-use developments such as the Lucky mixed-use development across Meier Street as called for in Policy 2.C that promotes mixed use residential developments that are compatible with nonresidential uses in the area. Use of State Density Bonus Law lower parking requirements is consistent with Policy 2.G that promotes reduced parking requirements to incentivize production of affordable housing. The Project’s 5 very-low-income units, 11 workforce units, and 88 market rate units provides a diverse range of rental housing opportunities meeting the needs of Culver City’s varied socioeconomic segments, consistent with Objective 3. - Housing Affordability. The Project executes Policy 3.A because it involves granting a density increase and relief from Zoning Code required height limits and setbacks through concessions, as called for by the Zoning Code and the State Density Bonus law in return for affordable housing units for a period of 55 years.

Administrative Use Permit:

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

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

The Project is proposing a certain percentage of residential tandem parking for some of the required parking which is allowed in the CG Zoning District pursuant to CCMC Section 17.320.025: Alternative Parking Provisions. These proposed spaces constitute the Project Site’s alternative parking spaces that along with the standard 90-degree spaces result in the total required parking. The proposed tandem parking layout complies with all other applicable provisions regarding parking design and layout guidelines.

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

1 The Project Site has a General Corridor General Plan Land Use designation and is
2 Zoned Commercial General (CG). The proposed alternative parking provision is
3 consistent with General Plan Land Use Objective 24 and Policy 24.F that encourage
4 protection and enhancement of residential and business uses in the City's Western Sub-
5 Area and emphasize retail neighborhood uses along Washington Boulevard between
6 Redwood Avenue and Washington Place. The tandem parking will facilitate
7 development of the commercial and residential components along the corridor noted
8 above. The tandem parking will help to make the Project compliant with required parking
9 thereby providing additional support and flexibility for proposed and future ground floor
10 commercial uses. The alternative parking is provided in the subterranean parking and
11 not visible to both commercial and residential neighbors, furthering the Objective 16 that
12 encourages mutually compatible land uses.

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

15 The proposed use, design, location, size, and operating characteristics of the tandem
16 parking spaces will not have an impact on adjacent uses and are therefore found to be
17 compatible with the existing and future commercial and residential land uses in the
18 vicinity of the subject site. Alternative parking spaces will be managed by the property
19 management company that will ensure each pair of tandem parking spaces are
20 assigned to one unit. All tandem spaces have adequate on-site maneuvering sufficient
21 to ensure vehicle parking and retrieval does not impact overall subterranean parking
22 access and operations. Parking operations will be contained within the Project Site and
23 will assist in meeting the Project's on-site parking requirements thereby assuring the
24 Project does not have an impact on nearby street parking spaces. Thus, existing, and
25 future land uses in the Project vicinity will not be impacted by Project tandem parking.

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

29 The generally flat configuration and wide area of each subterranean parking level
ensures code compliant stall and drive aisles widths, ramp slopes, and back up area so
that vehicles can access parking with ease. The proposed onsite parking configuration
is physically suitable to accommodate alternative tandem and standard parking spaces.
The alternative parking spaces are compatible with the adjoining commercial and
residential uses because they will be managed by the property management company
and their location in subterranean parking levels is far enough from nearby commercial
and residential use that they will not impact surrounding areas. The tandem parking will
not impact any utilities and there are no physical constraints that would prevent the
proposed alternative parking. All required Project parking is provided on-site with
adequate drive aisles, driveways, and maneuvering areas and can be accommodated
within the Project boundaries. The alternative parking is therefore compatible with
adjoining land uses as the Project will provide its required parking.

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

5 The establishment of tandem parking will not be detrimental to the public interest, health,
6 safety, or general welfare or injurious to persons, property or improvements in the
7 surrounding commercial and residential zoning districts or vicinity since the alternative
8 parking will not generate on-site or off-site parking impacts. All required and managed
9 parking will occur on the Project Site thereby lessening impacts to surrounding
10 properties. Sufficient on-site maneuvering areas within the drive-aisles will ensure
11 parking and retrieval of alternative parking will occur on-site without the need to use the
12 public right-of-way or public parking spaces.

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

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

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

18 The Culver City General Plan Land Use Element designates the property General
19 Corridor. The property is zoned Commercial General which permits the proposed mixed-
20 use development. The application includes concessions to allow relief of certain
21 development standards to ensure affordable and workforce housing as required under
22 State Density Law. Both the residential component and commercial ground floor activity
23 is consistent with General Plan Land Use Objective 24 and Policy 24.F that encourage
24 protection and enhancement of residential and business uses in the City's Western Sub-
25 Area and emphasize retail neighborhood uses along Washington Boulevard between
26 Redwood Avenue and Washington Place. The Project is consistent with General Plan
27 Land Use Objective 6 – Commercial Corridors – because the mixed-use development
28 will revitalize the physical character and economic wellbeing of this specific portion of
29 the west Washington Boulevard corridor by repurposing vacant dilapidated parcels that
breaks the pattern of an otherwise active corridor.

The Project's housing component is consistent with various Housing Element policies.
It implements the Housing Element quantified objectives and Regional Housing Needs
Assessment (RHNA) 6th Cycle, 2021 to 2029 by providing 5 of the 554 very low-income
units and 99 of the 1,069 above market rate units that includes 11 workforce housing
units, as noted below:

Table 44: Quantified Objectives

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction	554	554	604	560	1,069	3,341
Preservation	30	30	60	0	0	120
Conservation	29	30	134	38	0	231

More specifically, the housing component implements Objective 2 – Housing Supply by expanding opportunities for a variety of housing types such as provisions for studio, one-bedroom, and 2-bedroom units, all of varying sizes. The housing's proximity to Culver City Bus Line 1 and Metro Line 33, both of which connect with the Metro E Line (Expo) Culver City station furthers Policy 2.B that promotes housing access to the LA Metro E Line Culver City Station. The Project design, as noted above in previous Findings, is compatible with surrounding commercial and mixed-use developments such as the Lucky mixed-use development across Meier Street as called for in Policy 2.C that promotes mixed use residential developments that are compatible with nonresidential uses in the area. Use of State Density Law lower parking requirements is consistent with Policy 2.G that promotes reduced parking requirements to incentivize production of affordable housing. The Project's 5 very-low-income units, 11 workforce units, and 88 market rate units provides a diverse range of rental housing opportunities meeting the needs of Culver City's varied socioeconomic segments, consistent with Objective 3. - Housing Affordability. The Project executes Policy 3.A because it involves granting a density increase and relief from Zoning Code required height limits and setbacks through concessions, as called for by the Zoning Code and the State Density Bonus law in return for affordable housing units for a period of 55 years.

These density increases are consistent with expected development thresholds and build-out projections as delineated in the Culver City 1996/2000 General Plan Land Use Element, the SCAG's Connect SoCal 2020 (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), the SCAG/HCD Regional Housing Needs Assessment 6th Cycle, 2021 to 2029, and the SCAQMD 2016 Air Quality Management Plan (AQMP).

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

The Site provides adequate onsite pedestrian and vehicular circulation and complies with Zoning Code and State Density Law requirements. Potential off or on-site circulation hazards are reduced because the Project provides adequate space, surface area, and pedestrian and vehicle paths and driveways to ensure elimination of conflicts between Project residents and businesses and surrounding commercial and residential developments. Adequate sidewalks, residential only lobbies with elevators, and interior courtyards and walkways assure pedestrian access that is separated from the Project's ground floor commercial spaces. The use and enjoyment of neighboring developments

are not negatively impacted or interfered with, as the new ground floor commercial spaces will add to the existing commercial uses along the west Washington corridor.

Concessions will not be detrimental to the public interest, health, safety, and general welfare because such relief of code requirements allowed under State Density Bonus Law will result in 5 very low income and 11 workforce units, which is necessary to achieve Culver City's housing needs and the regional housing needs as directed by the 6th RHNA Cycle. Further, massing of the Project, will be oriented to the south and west facing commercial areas, and away from the north and east facing multi-family residential areas. The 67-foot height limit is consistent with the Lucky mixed-use development, across the street, that is only 1 floor less in height than this project. The Project in both Los Angeles and Culver City is designed as one development and setback relief the rear Culver City portion facing the Los Angeles portion does not affect the project and is internal to the Project, thereby no impacting surrounding properties.

The Project replaces a dilapidated, semi vacant site a new ground floor commercial space and 104 residential uses including affordable dwellings. The conditions of approval and compliance with all CCMC requirements and other City standards and guidelines will ensure the Project will not be a detriment to the public interest, health, safety, or general welfare, or injurious to persons, property, or improvements in the vicinity and zoning district in which the property is located. The use of both Community Benefits and State Density Bonus Law density increases will compliment any future mixed-use projects in the west Washington Boulevard corridor that may seek to increase their density in similar fashion. Further, by increasing housing density on the site and providing 5 affordable housing units and 11 workforce housing units, the Project will be in the best interest of the public health, and general welfare.

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

The site is in an existing urbanized neighborhood, and is currently characterized as a semi vacant, dilapidated site. Public facilities to the site currently exist and will be upgraded, augmented, and/or replaced as required by project conditions. City review of the Project did not determine that upgrades to the existing facilities could not be achieved. 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, streetlights, proposed street trees, fire protection devices, and public utilities are provided for adequately as confirmed by the City agencies that reviewed the Project during the interdepartmental review process. Finally, the Project will upgrade a dilapidated and semi vacant property.

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

1 The Project's base density per the Zoning Code Mixed Use standards and after
2 community benefits that provide 11 workforce housing units, is 51 units. Based on State
3 Density Bonus Law, the applicant is requesting a 50% density increase in return for
4 reservation of 5 very low-income households. The Project proposes a density increase
5 of 26 units for a total of 77 units and an additional 27 units using both the Culver City
6 and Los Angeles portions to determine overall maximum density in Culver City. The
7 Project's 5 very low-income units will be covenanted for 55 years for very low-income
8 individuals or households. The covenant requiring affordability for 55 years will be a
9 Project condition. Adequate evidence exists to ensure that the development of the
10 Project site will result in the provision of affordable housing in a manner consistent with
11 Government Code, Section 65915.

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

14 The Project will result in 104 units with 5 of those units covenanted for 55 years for very
15 low-income individuals or households. The covenant requiring affordability for 55 years
16 will be a Project condition and will be administered by the City's Housing Authority to
17 ensure compliance with State affordable housing law including residents of these units
18 meeting very low-income criteria. Certificates of Occupancy will not be granted until
19 covenants are recorded with the County and the Housing Authority has approved the
20 selection process for the tenanting of the Affordable units.

21 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
22 Commission of the City of Culver City, California, hereby (i) adopts a CEQA Sustainable
23 Communities Project Exemption, finding the Project will not result in significant adverse
24 environmental impacts; (ii) approves Site Plan Review and Administrative Use Permit, P2021-
25 0103—SPR/AUP; (iii) recommends the City Council adopt Density and Other Bonus Incentives,
26 P2021-0103-DOBI; and (iv) recommends the City Council approve height and setback
27 concessions as noted above and as part of the DOBI recommendation, subject to: the site and
28 floor plans reviewed by the Planning Commission on August 24, 2022; the conditions of
29 approval set forth in Exhibit A, attached hereto and incorporated herein by this reference; and
the applicable code requirements set forth in Exhibit B attached hereto and incorporated herein
by this reference, attached hereto and incorporated herein by this reference. The site and floor
plans, and Exhibits A and B, are collectively referred to as "Project Requirements."

SECTION 3. The Project Requirements are hereby imposed on the proposed mixed-use development at 12727 Washington Boulevard.

APPROVED and ADOPTED this 24th day of August 2022.

NANCY BARBA - CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

RUTH MARTINDEL CAMPO, ADMINISTRATIVE CLERK

EXHIBIT A
 RESOLUTION NO. 2022-P017
 Site Plan Review, Administrative Use Permit and Density and Other Bonus Incentives,
 P2021-0103-SPR, -AUP, -DOBI
 12727 Washington Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
1.	Street trees, tree wells, and irrigation shall be installed, to the satisfaction of the City Engineer and Current Planning Manager, in conformity with the City's approved Urban Forest Master Plan, and where appropriate, the Washington National TOD Oriented Street scape plan. 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. In residential areas, all new off-site landscaping shall conform to the City's Residential Parkway Guidelines.	Public Works/ Planning	Standard	
2.	At the sole cost and expense of the Property Owner, any curbs, gutters, sidewalks, street lights, street light wires and conduits, traffic signal equipment, street pavement, and any other City infrastructure which are damaged or broken from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards and to the satisfaction of the City Engineer.	Public Works	Standard	
3.	The project shall be subject to Holiday Moratorium dates as required by the December 17, 2009 Public Works/Engineering Holiday Slowdown Policy memo, in which work in the public right-of-way is restricted or prohibited on certain days in November and December.	Public Works	Standard	
4.	Fire sprinkler main lines shall not be allowed to discharge into the public right-of-way, and they shall discharge into the sanitary sewer system.	Public Works	Standard	
5.	Unless revisions are required by the City, trash enclosures shall be provided and shall each have a minimum inside dimension of 10 feet (depth) x 12 feet (width) for two 3-yard bins and shall be increased to an additional 60 square feet for each	Public Works/ Fire/ Current Planning	Standard	

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GENERAL				
	additional bin required, a gated opening that is at least 10 feet wide, and a 6-inch high by 6-inch-wide concrete curb along the inside perimeter wall. Each enclosure shall also have at least a 6-inch-thick concrete slab that drains at a one percent gradient out of the enclosure. An 8 feet concrete loading pad in front of the proposed trash enclosure/trash room, 10 feet minimum clear opening with gates for bin access, and separate pedestrian access door for tenant use, shall be provided. Additional grade may be necessary to include a floor drain that leads to the sewer for maintenance purposes. 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.			
6.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Sanitation Division's exclusive franchise for this service. The project shall provide adequate trash and recycling capacity and shall comply with Assembly Bills 939, 1826, and 341 waste diversion goals.	Public Works	Standard	
7.	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. The applicant shall submit a waste management plan to EPO for review and approval.	Public Works/ EPO	Standard	

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8.	The applicant shall develop the traffic signal design plans (if applicable) according to current standards and shall pay the City's vendor to 1) prepare the signal timing charts, and 2) implement the signal timing at the traffic signal controller for the pertinent signalized intersection taking into account signals coordination that may be in place along the corridor.	Public Works	Standard	
9.	The Project shall meet all provisions of CCMC Section 7.05.015 - "Transportation Demand and Trip Reduction Measures". The applicant shall indicate compliance with all CCMC Section 7.05.015 Transportation Demand and Trip Reduction Measures on the Building Permit Plans to be submitted for review and approval by Transportation Department. The Project shall incorporate the following Trip Reduction Measures: a. End of trip facilities for ground floor employees including Employee Bicycle Lockers. b. Reserved area for ground floor micro transit for both employees and customers. c. Public Transportation and Shared-ride Uber/Lift Information Kiosks for both commercial users and residents that includes a touch screen media device which can provide real time arrivals for various bus lines and other public transit and/or Shared-ride related information. d. At least two low/zero emission vehicle designated parking spaces at each parking level and at least one carpool/vanpool designated parking; infrastructure ready EV spaces may be used.	Trans., Public Works, Current Planning	Special	

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	e. Designated loading areas for shared-ride vehicles along project adjacent public streets or an onsite designated loading area for shared-ride vehicles subject to review and approval from Public Works Department and as proposed on the Preliminary Development Plans. f. Subsidized Shared-Ride/Uber/Lift Service – The Project provides ground floor employees with a voucher or similar system for Uber/Lift ridesharing services to facilitate use of rideshare services. The subsidy is for two years after Certificate of Occupancy over a two-year period. The Project owner or property management firm shall provide evidence and/or accounting annually to the City of such subsidy. g. Two bicycle sharing spaces, one for the residences and one for the ground floor employees, with accompanying bicycles to be owned, insured, and maintained by the Project's property management company. h. Other potential measures consistent with City mobility measures which may be adopted by Planning Commission. i. The Project shall provide 12 electric vehicle ("EV") capable spaces, 6 EV ready spaces, and 6 EV charging spaces for the commercial parking area, as required by the Zoning Code. j. The Project shall provide 26 EV capable spaces, 13 EV ready spaces, and 13 EV charging spaces, for the residential parking area, as required by the Zoning Code. k. For the Los Angeles portion, 12 EV ready spaces, and 4 EV charging spaces.			

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	l. The Project shall provide at least 4 retail bicycle parking spaces and 14 residential parking spaces for the residential and commercial development in Culver City and an additional 46 residential bicycle parking spaces for the residential units within Los Angeles for a total of 64 bicycle parking spaces. These shall be in addition to the two shared bicycles noted above. m. The applicant has voluntarily agreed to provide car share parking spaces and accompanying car(s) to be owned or leased, insured, and maintained by the Project's property management company. Prior to Certificate of Occupancy the Applicant shall submit a car share plan to the Current Planning Division that indicates the number of car share vehicles, reserved car share parking spaces, the target users which shall include Project residents and could also include a combination of ground floor employees and the general public, and a copy of the car share agreement if the Project property management company enters into a contract for an outside car share service. Car share vehicles shall be clean fuel or hybrid clean fuel.			
10.	The Project shall upgrade adjacent bus stop(s), as applicable, to each include new bus shelter, bench, trash receptacle, bus stop sign, real-time information display, sign post, twelve-foot (12) wide concrete bus pad (same length as the bus stop zone), red curb (same length as the bus stop zone), and widen the sidewalk to a minimum of ten (10) feet. The bus stop furniture shall be located to the back of sidewalk adjacent to the property to accommodate pedestrian clearance and comply with ADA accessibility and bus stop standards. The final location, layout and bus stop amenities shall	Trans.	Standard	

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	comply with Culver CityBus Bus Stop Standard and approved by Transportation Department.			
11.	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 complete building permit application submittal.	All Depts	Standard	
12.	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".	Current Planning	Standard	
13.	The Project is subject to the following Public Works Special Conditions: a. 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. b. A final hydrology and hydraulics report shall be submitted to the City Engineer as part of the grading 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. c. The applicant shall provide a geotechnical report from a State licensed geotechnical	Public Works	Special	

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	engineer, as part of the Site Improvement Plan, reporting on the suitability of the onsite soils to support the proposed construction. The report shall also include a liquefaction analysis and a determination of the adequate pavement and base requirements for the drive aisles and parking areas. The report shall also identify any special considerations necessary to satisfy California Building Code requirements. d. 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, streetlight 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. e. 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. f. 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			

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	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 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. g. 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			

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	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. h. This project proposes to redevelopment 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 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. i. 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. j. 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.			

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	k. All work that will be done in the jurisdiction of the City of Los Angeles shall be coordinated with the Los Angeles Department of Transportation. l. Applicant shall develop the traffic signal design plans (if applicable) according to current standards and shall pay the City's vendor to 1) prepare the signal timing charts, and 2) implement the signal timing at the traffic signal controller for the pertinent signalized intersection taking into account signals coordination that may be in place along the corridor. m. Prior to the issuance of any Certificate of Occupancy, all traffic related conditions must be installed and accepted by the appropriate City/County agencies. n. During construction, pedestrian access along the project's frontage <u>shall be maintained at all times</u>. All existing driveway approaches which will no longer be necessary shall be removed and reconstructed with full-height curb, gutter, and sidewalk. o. Project shall remove and replace all existing sidewalk, curb, and gutter to APWA Standards. All new sidewalk shall be ADA compliant. p. Applicant shall furnish and install new CCTV video camera at the intersection of Washington Boulevard and Zanja Street along with pertinent wiring, pull boxes, and conduit. q. If tie-backs are used in the public right-of-way, they shall be de-tensioned at 20 feet below grade and removed. Any soldier beams in the public right-of-way shall be removed up to 8 feet below grade.			

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	r. If existing streetlights are to be disabled for any reason, then temporary street lighting will need to be activated. Temporary street lighting shall be approved by the Public Works Inspector prior to installation. s. All street signs and existing painted curb fronting the site shall be replaced and refreshed before completion of the project. The applicant shall grind and repave 3 inches the asphalt portion along Washington Boulevard. The asphalt shall be rubberized. t. The applicant shall remove and replace the concrete pavement half width on Washington Boulevard and half width of Meier Street along the project frontage. Due to extending the street easement on Washington Boulevard, the offsite plans shall include: a) street light relocation along Washington Blvd; b) removal of parking stalls; c) relocation of traffic signal located at the intersection of Washington Blvd/Zanja Street; d) convert streetlights to low voltage LED. u. The project shall remove and replace the curb ramps at Washington/Meier and Washington/Zanja to meet ADA compliance. The project shall relocate the bus stop at Meier/Washington to the satisfaction of the Transportation Department. v. The project shall install new striped crosswalks for Washington Blvd and Zanja Street crossings. All driveway aprons shall be "high speed" type. The project shall install a Grid Smart Traffic Video detection system(s) on the traffic signal pole at Washington Blvd/Rosabelle and Washington Blvd/Zanja Street.			

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	w. The project shall add street trees in the parkway that comply with the Culver City Urban Forest Master Plan. The alley shall be vacated and utilities such as electrical power poles and sewer lines shall be relocated. Applicant shall: a) improve the nose median island on Washington Place east of Zanja Street. The nose shall be reconstructed as a cigar nose with 2-foot radius flaring a full-width island. b) install a proposed bike land and parking adjacent to the project. C) modify the traffic signals. The turning curve radius at Zanja Street and Washington Boulevard shall be 25 feet. x. The project is required to submit a signing and striping plan following to state standards. Per the 2019 PPR comments, the Plan needs to show provision of the bike lanes per the City's Bicycle and Pedestrian Action Plan. The project is required to supplement the signal at the intersection of Washington Boulevard/Washington Place/Zanja Street with Gridsmart cameras and battery back-up. If preferred by the project, a project cost estimate can be provided for the City to implement these upgrades. y. The proposed on-site staging area shall be accessible to City's collection trucks and shall have the vertical clearances of 20 feet, loading height, and 14 feet, traveling height, if applicable.			
14.	The following are Public Works Administration special conditions: a. Secure bicycle parking shall be provided to accommodate a minimum of thirty-one (31) bicycles, to meet the bicycle parking requirements for the project. The bicycle parking shall be provided as follows:	Current Planning Public Works Admin	Special	

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	- Residential Units: twenty-one (21) long-term parking spaces; and four (4) short-term parking positions. - Retail: two (2) long-term parking spaces; and, four (4) short-term parking positions. b. 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. c. The short-term spaces must be provided on the project site, using four (4) "Inverted - U" bicycle racks or similar. The short-term bicycle parking spaces shall be provided within 50-ft walking distance of the main pedestrian entrance to the building. d. The development plans shall 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. e. 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 between the bicycle			

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	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. f. 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. g. 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. h. 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. All required bicycle parking shall be provided free to any building tenant, tenant employees and/or visitors.			
15.	The following are Building Safety special conditions: a. Applicant shall provide Accessibility Plan that has been reviewed by a CASp with a letter stating that the design is in compliance with the	Building Safety	Special	

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	requirements of Chapter 11B and 11A of the California Building Code. b. Applicant shall provide a comprehensive code analysis showing all exiting requirements including construction type, allowable area, allowable height, allowable stories, exit travel distance, exit separation, number of occupants, number of required exits, widths of stairs and doors, common path of travel, exterior exit stairway, occupancy separation, fire rating, exit passageway, etc. c. Applicant shall provide 30-Day Notice of Excavation to adjacent neighbor is required. Shoring Plans/Permits required. d. Construction hours shall be per the CCMC and/ or any more restrictive project specific requirements, and/ or any Planning Division approved TUP. All concrete pours/ worker staging/ any on-site or off-site activity shall start and end within the allowed construction hours. No on-site or off-site staging activity or any activity of any kind is allowed outside of the allowed construction hours. Every effort shall be made to minimize noise on site, no music is allowed on site. e. Applicant shall place a temporary construction sign during construction with the superintendents name and phone number, the contractors name and phone number, the allowed hours of construction, and the minimum safety gear mandatory for all staff on site; long pants, a shirt w/ sleeves, closed toe shoes, a hardhat, gloves and eye and ear protection as necessary. Submit the qualifications of any special inspectors to Building Safety in advance. Building Safety reserves the right to dismiss any special inspector at any time.			

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	During construction have a predetermined location for the special inspection reports, engineer's reports, for easy access by the Building Safety staff.			
16.	The following are Fire special conditions: a. The Building shall have fire sprinklers installed per 2016 NFPA 13/13R requirements and CCMC 9.02. 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. b. Location of the Fire Department fire sprinkler connection (FDC) shall be approved by the Fire Marshal. Culver City Fire Department requires each FDC to be within 150 feet of a public fire hydrant. A new fire hydrant may be required to meet this requirement. c. Applicant shall provide a class III standpipe system with 2 1/2" and 1 1/2" reducing outlets located in each stairwell landing and per 100 foot of hose and 30 foot of stream. d. 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). e. Hydrants shall be provided in the quantity and at the spacing prescribed in the 2016 CFC Appendix B. Plans shall show the location of all hydrants within 300 feet of the property. f. Applicant shall provide addresses viewable from the public way. g. Applicant shall provide fire sprinkler monitoring and fire alarm system per 2016 NFPA 72, fire	Fire	Special	

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	monitoring system shall be separate from the security system. Provide audible visual devices per NFPA 72 public mode. fire control room(s) shall be provided per review and approval of the CCFD. Comply with Ch. 5 of 2016 CFC Emergency Responder Radio Coverage. h. 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. i. A completed CCFD Water Availability Form, signed by the local water agency, is required (CFC 903.2). j. Trash areas within five feet of the building shall be protected by fire sprinklers. k. 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.) l. Parapets in excess of five feet shall have catwalks and ladders, contact CCFD for requirements. m. Applicant shall provide Knox Box and/or Knox key switches. Motorized access gates to have Knox key switch. n. Applicant shall provide fire extinguishers, size, location, and type shall be approved by Fire Marshal.			

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	o. Access for emergency fire and medical personnel shall include: Concrete surfaces between the street and main entrance for each building shall be paved to allow the rolling of a medical gurney. p. 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. q. All emergency lights and exit lights shall have self- contained battery backup power. r. An underground fire protection piping plan is required for the installation of an automatic fire sprinkler system or for a private fire hydrant system. A separate plan submittal is required. s. Project shall comply with Ch. 6 of 2016 CFC Solar photovoltaic systems			
17.	The Project as proposed shall require approval from the City of Los Angeles including vacation of the alley between Meier and Zanja Streets.	Current Planning	Special	
18.	The Project shall provide 24-hour security cameras and secured key entrances to the residential lobbies. The Project shall provide a gate with secured key, in the first subterranean level separating the residential parking from the commercial parking.	Current Planning	Special	
19.	Consistent with Predevelopment Plans approved by the Planning Commission at the August 24, 2022, Planning Commission Meeting and in accordance with DOBI related density increases and concessions the Project shall:	Current Planning/ Econ Dev	Special	

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	a. Provide a maximum 104 dwelling units; b. Reserve 5 very-low-income affordable units; c. Reserve 11 workforce units; d. Be allowed a maximum height of height of 67 FT and an additional 5 FT of parapet wall; e. Be allowed a 0-setback on portions of the street facing levels above the ground floor that normally require a 5-foot setback above the street facing ground level; f. Be allowed a 0-setback for the rear portion of the Project abutting the Los Angeles portion of the Project that has a residential Zone and that would normally require a 10-foot setback for the first 15 feet of height followed by a 60-degree clear zone above the 15 feet; g. Be allowed to comply with State Density Law reduced residential required parking for all residential dwelling units; and h. Be required to comply with commercial required parking as noted in the Culver City Zoning Code.			

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
20.	Prior to any Culver City Permit issuance, all required approvals by the City of Los Angeles shall be secured including final resolution of appeals if filed.	Current Planning/ Building Safety	Special	
21.	A covenant and agreement, on a form provided by the Current Planning Division and 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 Current Planning Division.	Current Planning/ City Attorney	Standard	
22.	A covenant and agreement, on a form provided by the Planning Division and in form and substance acceptable to the City Attorney, tying all Project lots together such that they cannot be sold separately and construction across property lines shall be allowed, 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.	Current Planning/ City Attorney	Special	
23.	The Applicant and/or Property Owner shall indemnify, hold harmless and defend (at the Applicant's and Property Owner's sole cost and expense, with legal counsel approved by the City in its sole discretion) the City, its elected and appointed officials, officers,	City Attorney	Standard	

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	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 approved by the City Attorney and signed by the Applicant and Property Owner.			
24.	A Comprehensive Construction Management Plan (CMP) shall be submitted to Building & Safety as part of the Building Permit plan check approval process and shall be approved prior to issuance of the Demolition and / or Building Permit. The comprehensive CMP shall include all plans specified in the conditions of approval. In addition, the plan will identify the areas of construction staging, temporary power, portable toilet, and trash and material storage locations. The CMP shall show all areas of the public right-of-way which may be affected by the construction of the project. Unless otherwise approved by the Public Works Director, sidewalk access shall be maintained at all times along the project's frontage. In addition to the above, the CMP shall include the following components:	All Depts	Standard	

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	a. <u>A Pedestrian Protection Plan</u> 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 City Engineer. b. <u>A Construction Traffic Management Plan</u> shall be prepared by a traffic or civil engineer registered in the State of California. The Construction Traffic Management Plan shall be reviewed and approved by the City Engineer and Current Planning Manager 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 Current 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			

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	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. 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. 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. F. Estimated number of trucks per hour for dirt hauling, concrete pouring, deliveries, etc. c. <u>A Demolition Debris Recycling Plan</u> shall list the material to be recycled and the name, address, and phone number of the facility of organization accepting the materials. 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. d. <u>A vector/pest control abatement plan</u> prepared by a pest control specialist licensed or certified by the State of California shall outline all steps to be taken prior to the commencement of any demolition or construction activity in order to ensure that			

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	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. e. The CMP shall address implementation of the following <u>measures during construction</u>: i Foundation Shoring Plan demonstrating use of noise dampening design methods. ii Construction Rules Sign that includes contact names and telephone numbers. iii Daily maintenance of construction site. iv Dust control by regular watering. v Construction worker and contractor offsite parking. vi Staging and storage of construction equipment on-site only. vii Compliance with noise standards. f. <u>Foundation shoring and/or foundation piles.</u> When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall specify use of noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Current Planning Manager, which shall be incorporated in project plans.			

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25.	A minimum of two sets of final landscaping and irrigation plans (separate from the plans submitted for the building permit) shall be submitted to the Current Planning Division for review and approval.	Current Planning/ Parks & Rec.	Standard	
26.	Prior to issuance of a building permit, notice of the Project construction schedule and CCMC 3307 shall be provided to all abutting property owners and occupants within 100 feet of the site. An affidavit of such notification shall be provided to the Building Division (building.safety@culvercity.org). 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	
27.	a. The applicant, including the on-site construction superintendent, shall attend a pre-construction meeting with all reviewing City departments and/or divisions, organized by Building Safety, in order to review all project conditions of approval. b. Prior to commencement of work the construction contractor shall advise the Public Works Inspector on-site ("Inspectors") of the construction schedule and shall meet with the Inspectors.	All Depts	Standard	

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28.	During all phases of construction, a "Construction Rules Sign" that includes contact names and telephone numbers of the Developer, 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 Current Planning Manager and Building Official.	Building/ Current Planning	Standard	
29.	During construction, the Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
30.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building/ Public Works	Standard	
31.	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. 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 Safety reserves the right to adjust allowed construction staging areas during the course of the project.	Building	Standard	

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32.	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 Current Planning Public Works	Standard	
33.	Prior to the commencement of any excavation, a temporary construction fence with wind screen shall be installed around the site. The wind screen may be omitted for drivers line of sight. The height and fence material are subject to approval by the City Engineer and the Current Planning Manager. The site fence location shall be identified on the Demolition plan.	Building/ Current Planning/ Public Works	Standard	
34.	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	
35.	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	
36.	Compliance with the following noise standards shall be required with at all times:	Building/ Public Works	Standard	

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	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 conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the Current 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.	Current Planning		
37.	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. During construction, trucks and other vehicles in loading and unloading queues must be	Building/ Public Works	Standard	.

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	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. 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 except along the frontage of the construction site and shall be approved by the City Engineer.			
38.	The following Special conditions shall apply if Tribal Cultural Resources are found during demolition and excavation: <u>I. Retain a Native American Monitor</u> a. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. b. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. c. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of	Current Planning/ Building Safety	Special	

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	construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. d. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. e. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or			

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	Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. <u>II. Unanticipated Discovery of Human Remains and Associated Funerary Objects</u> a. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. b. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources			

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	Code Section 5097.98 shall be followed. c. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). d. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).) e. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. f. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			

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	<u>III. Procedures for Burials and Funerary Remains</u> a. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. b. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. c. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. d. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over			

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	the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. e. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. f. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. g. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe,			

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	documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.			

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39.	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 10, 2021, 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	
40.	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, Current 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 digital format compatible with the City's computer system, of as-built set of plans that shall include at a minimum all information that is on the final version of the Building Permit set including any revisions as well as 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 that are certified by the project architect and engineer.	All	Standard	
41.	The applicant shall scan the grading plans, all off-site plans, and SUSMP and SWPPP reports and forward the electronic copies to Engineering.	Public Works	Standard	

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42.	All signs and existing painted curb fronting the site shall be replaced and refreshed.	Public Works	Standard	
43.	The Project shall comply with CCMC Chapter 15.06: New Development Fees including: a. New Development Impact Fees as set forth in CCMC Section 15.06.005 et. seq., b. Art in Public Places Program, as set forth in CCMC Section 15.06.100, et. seq., c. Residential Development Park Dedication and In Lieu Parkland Fees as set forth in CCMC Section 15.06.300 et.seq., d. Mobility Improvement Fees, as set forth in CCMC Section 15.06.500, et. seq. e. Affordable Housing Commercial Development Impact Fee, as set forth in CCMC Section 15.06.600, et. seq.	All	Standard	
44.	The Project shall submit a Parking Management Plan for review and approval that outlines management of the residential tandem parking.	Current Planning	Special	
45.	A covenant and agreement, on a form provided by the Current Planning Division and in form and substance acceptable to the City Attorney, reserving for a period of 55 years commencing with the first day being the date of recordation with the County of Los Angeles, 5 units within the development for individuals or families or households meeting very low income levels as established by the State of California and the County of Los Angeles, with rent levels complying with Federal, State, County, and Culver City affordable housing criteria, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and	Current Planning/ Housing Authority	Special	

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	tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Current Planning Division and the Housing Authority. The 55-year requirement shall remain in place even if the project is modified from a rental project to a for-sale project.			
46.	A covenant and agreement, on a form provided by the Current Planning Division and in form and substance acceptable to the City Attorney, reserving for a period of 55 years commencing with the first day being the date of recordation with the County of Los Angeles, 11 units within the development for individuals or families or households meeting workforce housing income levels as established in the Culver City Municipal Code and by the State of California and the County of Los Angeles, with rent levels complying with Federal, State, County, and Culver City workforce housing criteria, shall be signed by the Property Owner and recorded in the County Recorder's Office. The covenant and agreement shall run with the land and shall be binding on any subsequent owners, and tenants or occupants of the Property. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Current Planning Division and the Housing Authority. The 55-year requirement shall remain in place even if the project is modified from a rental project to a for-sale project.	Current Planning/ Housing Authority	Special	
47.	The Housing Authority shall create a process which the applicant shall abide by for selection of renters (or purchasers) for the 5 affordable and 11 workforce units. The Housing Authority shall confirm eligibility of all selected applicants.	Current Planning/ Housing Authority	Special	

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48.	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 24, 2022, excepted as modified by these Conditions of Approval.	Current Planning	Standard	
49.	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	
50.	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, regulations, guidelines and policies, including, but not limited to, Building Division, Fire Department, Current 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 (collectively, "Applicable Rules"). Failure to comply with Applicable Rules may result in reconstruction work, demolition, stop work orders, withholding of certificate of occupancy, revocation of land use permit approval and/or any other remedies available to the City in law or in equity.	All	Standard	
51.	All graffiti shall be removed from the Property within 48 hours of its application.	All Depts	Standard	

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52.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
53.	City Streetscape improvements shall be maintained by the project owner in perpetuity.	Public Works/ Current Planning	Standard	
54.	The project shall provide streetscape improvements along the project's street frontage including street trees in accordance with the Urban Forest Master Plan, and benches, bike racks, waste bins consistent with the specifications provided in the Washington National Streetscape plan.	Current Planning	Standard	
55.	The Housing Authority shall administer the covenants that guaranty the project's 5 very low income and 11 workforce housing units for households meeting appropriate income levels. Administration shall include but not be limited to assuring compliance with Federal, State, County, and Culver City affordable and workforce housing criteria and regulations including maximum rent that can be paid.	Housing Authority	Special	

GLOSSARY OF ABBREVIATIONS

<u>American Public Works Association Standard Plans</u>	<u>APWA Standards.</u>
<u>Construction Management Plan</u>	<u>CMP</u>
<u>Culver City Municipal Code</u>	<u>CCMC</u>
<u>Electrical Vehicle</u>	<u>EV</u>
<u>Homeowner's Association</u>	<u>HOA</u>
<u>Standard Urban Stormwater Mitigation Plan</u>	<u>SUSMP</u>
<u>Stormwater Pollution Prevention Plan</u>	<u>SWPPP</u>
<u>Transit Oriented Development</u>	<u>TOD</u>

EXHIBIT B
STANDARD CODE REQUIREMENTS
Project Subject to some or all Code Requirements as determined by the City

NO.	CODE REQUIREMENTS	Agency	Code Compliance Verification	Check if Applicable
1.	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 the Project Conditions of Approval.	Current Planning		
2.	The land use permit to which the Project 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 Current Planning Division prior to the expiration of the land use permit. Final approval shall be interpreted as the date of the last entitlement required for this land use permit issued by either the City of Culver City or City of Los Angeles.	Current Planning		
3.	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.	Current Planning		
4.	The Project shall be developed pursuant to CCMC Chapter 17.300 – “General Property Development and Use Standards”.	Current Planning		
5.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - “Landscaping”.	Current Planning		
6.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - “Off-Street Parking and Loading” and State Density Law reduced residential parking requirements.	Current Planning		

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7.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval.	Current Planning		
8.	Each dwelling unit shall be equipped with a seismic shutoff valve at all gas connections.	Building		
9.	Each dwelling unit shall be equipped with its own individual water meter.	Building		
10.	The Project applicant shall obtain all permits and licenses required in connection with the development or use of the Project.	All		
11.	All work within the public right-of-way (including but not limited to curb, gutter, sidewalk, and driveways) shall be designed and completed to the satisfaction of the City Engineer. 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		
12.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Public Works Current Planning		
13.	The Project shall comply with all applicable requirements of the Culver City Energy Reach Codes as set forth in CCMC Section 15.02.1100-1180, et.seq.	Building		
14.	The Project shall comply with all applicable requirements relating to solar photovoltaic requirements as set forth in CCMC Section 15.02.100, et. seq. and as amended from time to time.	Building		
15.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the	Building		

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	special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work.			
16.	The Project shall comply will all requirements set forth in CCMC Subchapter 9.11.200, et seq., relating to the regulation of smoking in multi-unit housing, including, but not limited to, the following: A. All dwelling units of a multi-unit residential property (containing two or more units) shall be designated nonsmoking units. B. Smoking in units, common areas and exclusive-use unenclosed areas shall be prohibited. C. Landlords and HOA Boards are required to provide in their leases and rules, respectively, the following terms related to nonsmoking: i. It is a material breach of the lease and a violation of the HOA rules (if applicable) to allow or engage in smoking in a unit; ii. It is a material breach of the lease, or violation of the HOA rules, as applicable, to engage in smoking in any common area, except in an outdoor designated smoking area, if one has been lawfully established and approved by the City; iii. It is a material breach of the lease, or violation of the HOA rules, as applicable, to violate any of the smoking laws while anywhere on the property; and iv. Other occupants of the property are express third-party beneficiaries of the	City Attorney		

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	provisions of the lease concerning smoking (for leases only). Smoking includes the smoking of tobacco, marijuana or any other weed or plant, but excludes e-cigarettes, incense and wood burning. The foregoing is not an exclusive list of requirements and the Project is subject to each and every provision set forth in CCMC Subchapter 9.11.200, et seq.			
17.	Upon completion of the rough grading and prior to excavation of shallow building foundations, the following reports and drawings and any supplements thereto shall be submitted to the City Engineer: a. An as-built grading plan prepared by the Civil Engineer. b. A certification by the civil engineer that the grading has been completed in conformance with the approved plan and California Building Code. c. A final compaction report and certification by the soils engineer that the grading has been completed to his/her satisfaction and is in compliance with the California Building Code.	Public Works		
18.	For sites greater than or equal to 1 acre, the applicant shall submit monthly SWPPP inspection reports to the City Engineer.	Public Works		
19.	All utility lines fronting the site shall be undergrounded by the applicant.	Public Works		
20.	The applicant shall give evidence of filing a Notice of Termination for SWPPP for projects greater than or equal to 1 acre.	Public Works		

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GLOSSARY OF ABBREVIATIONS

<u>American Public Works Association Standard Plans</u>	<u>APWA Standards.</u>
<u>Construction Management Plan</u>	<u>CMP</u>
<u>Culver City Municipal Code</u>	<u>CCMC</u>
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