

RESOLUTION NO. 2022-P004

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, (1) ADOPTING A CLASS 32 CATEGORICAL EXEMPTION; AND (2) APPROVING SITE PLAN REVIEW P2021-0171-SPR, ADMINISTRATIVE USE PERMIT P2021-0171-AUP, AND ADMINISTRATIVE MODIFICATION P2021-0171-AM TO ALLOW CONSTRUCTION OF A 3-STORY CREATIVE OFFICE CONSISTING OF 16,900 SQ. FT. OF OFFICE AND RETAIL SPACE OVER A SUBTERRANEAN PARKING LOT AND A MEZZANINE AT 5861-5863 WASHINGTON BOULEVARD IN THE INDUSTRIAL GENERAL ZONE WITH EAST WASHINGTON OVERLAY (IG-EW).

(Site Plan Review, P2021-0171-SPR;
Administrative Use Permit, P2021-0171-AUP;
Administrative Modification, P2021-0171-AM)

WHEREAS, on July 2, 2021, Clive Wilkinson Architect (the "Applicant") and Maxam Properties (the "Property Owner") filed an application for a Site Plan Review (SPR), Administrative Use Permit (AUP), and Administrative Modification (AM) to allow the construction of a new 3-story commercial development consisting of 638 square feet of retail space and 19 parking spaces on ground level, 16,262 square feet of office space on second floor, third floor, and mezzanine, and a subterranean parking facility with 24 parking spaces (the "Project"). The Project Site is described by Los Angeles County Assessor's Parcel Numbers 5065-016-005 and 5065-016-006, in the City of Culver City, County of Los Angeles, State of California; and,

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

1. Site Plan Review, P2021-0171-SPR, for the construction of the three-story nonresidential structure with a subterranean 24-car parking garage and a 1,782-square foot mezzanine over third floor, to ensure the Project complies with all

1 required standards and City ordinances and to establish all onsite and offsite
2 conditions of approval necessary to address the site features and ensure
3 compatibility of the proposed Project with the development on adjoining properties
4 and in the surrounding neighborhood; and

5
6 2. Administrative Use Permit, P2021-0171-AUP, to ensure the proposed use of
7 tandem parking spaces within the proposed ground level and subterranean parking
8 facility complies with all required standards and City ordinances, and to establish
9 conditions of approval to ensure the use is compatible with the Project site and
10 surrounding area; and

11
12 3. Administrative Modification, P2021-0171-AM, to ensure the proposed increase of
13 maximum building height and reduction to the minimum required parking stall length,
14 driveway ramp width, and number of parking spaces comply with applicable required
15 standards and City ordinances, and is necessary in that strict application of these
16 standards creates a hardship or unreasonable regulation which is impractical to
17 required; and

18
19 WHEREAS, pursuant to CEQA Section 15332, Class 32 – In-Fill Development Projects,
20 the Project is Categorically Exempt; and

21
22 WHEREAS, on March 9, 2022, after conducting a duly noticed public hearing on the
23 subject application, including full consideration of the applications, plans, staff report,
24 environmental information and all testimony presented, the Planning Commission, (i) by a vote
25 of ___ to ___, adopted a Class 32 Categorical Exemption, in accordance with the California
26 Environmental Quality Act (CEQA), finding the Project will not result in significant adverse
27 environmental impacts; and (ii) by a vote of ___ to ___, conditionally approved Site Plan Review
28
29

1 P2021-0171-SPR, Administrative Use Permit P2021-0171-AUP, and Administrative
2 Modification P2021-0171-AM.

3
4 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
5 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:
6

7 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
8 Municipal Code (CCMC), the following findings are hereby made:
9

10 **Site Plan Review**
11

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

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

20 The general layout of the Project is consistent with the Industrial General, East Washington
21 Overlay (IG-EW) zoning designation. The building is located in conformance with the
22 minimum required Zoning Code setbacks. The proposed height of 47 feet and 3 inches is
23 allowable with the approval of the Administrative Modification to allow a 10% height
24 increase from the IG-EW zone standard of 43 feet. The Project is designed to provide
25 vehicular access from the public alley at the rear of the site and pedestrian access from
26 Washington Boulevard at the front of the site. The building entries face the front of the
27 property, and the general building layout and design is oriented towards both street
28 frontages, Comey Avenue and Washington Boulevard, where floor-to-ceiling windows and
29 open-to-air landscaped terraces are proposed. The Project will enhance streetscape by
closing off existing driveways on Comey Avenue and Washington Boulevard and repairing
sidewalks and other street furniture to the Department of Public Work's standards, per the
Department's requirements.

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

1 Except for the portion of the Washington Boulevard frontage that is the staircase and
2 elevator shaft, all of the Project façade above the first floor employs recessed windows or
3 open-to-air terraces to create three-dimensional visual relief, as is the requirement of the
4 East Washington Overlay. While it is not required, the pattern of terraces that are open to
5 sky continues along Comey Avenue to achieve a cohesive architectural design and reduce
6 the appearance of the bulk at pedestrian level. The stairwell design is of an irregular pattern
7 to enhance visual interest. Overall, the Project design is well-articulated, conscious of its
8 location and the character and uses of the surrounding neighborhood, and meets all
9 applicable requirements and development standards of the zoning district, with some
10 exceptions per Administrative Modification as noted earlier in Finding A and below under
11 "Administrative Modification."

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

18 While there is limited opportunity for ground-level landscaping due to the size of the site,
19 allowable building footprint, and essential features such as parking, driveways, and
20 walkways, the Project maximizes landscaping throughout the structure. On the ground
21 level, the rear setback area abutting the alley and adjacent to driveway will be landscaped
22 to a total of 102 square feet, in addition to 47 square feet of planted area in the entry
23 courtyard at the front. Terraces throughout the building located in the front, side, and rear
24 at all upper levels will be generously landscaped, as well: on second floor, a total of 504
25 square feet along Washington Boulevard and Comey Avenue will be landscaped, and an
26 additional 238 square feet along the alley will be dedicated for planting as well; on third
27 floor, 58 square feet along Comey Avenue and 486 square feet along the alley; on the
28 mezzanine level, 160 square feet along Washington Boulevard, 65 square feet along the
29 abutting commercial property to the east, and 308 square feet along the alley. Additionally,
the Project proposes a vertical landscaped wall extending from ground to third floor. All
these landscaping areas will be open to light and air above. A preliminary landscaping plan
shows that the landscaping areas will be planted with very low to moderate water use
plants. Complete landscape and irrigation plans, indicating planting sizes, spacing and
quantities, shall be submitted for review and approval by all applicable divisions and
departments prior to installation and final inspection to ensure this meets all Zoning Code
and applicable requirements.

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

1 The Project complies with applicable Zoning Code requirements, including the standards
2 of the IG-EW Zone, with some exceptions allowable by the AM provisions. All proposed
3 improvements are contained fully within the Site and does not encroach into neighboring
4 properties or public right-of-way. With open-to-sky entry courtyard, exterior stairwell, and
5 a series of terraces, the Project is oriented towards the adjacent streets and is designed to
6 be visually engaging and at an appropriate bulk and scale that complements the
7 neighboring structures. In rear, where the Project abuts residential zone across a public
8 alley, the building will step back incrementally at each floor per the IG Zone setback
9 requirement when abutting a residential zone, and thereby minimizing the appearance of
10 the building bulk. The Project will repair adjacent sidewalks, alley, and street furniture along
11 the Project frontages, as well as provide landscaping and exterior lighting to enhance
12 quality of the built environment in the vicinity. Such design features will complement the
13 use and enjoyment of neighboring existing or future development, improve vehicular and
14 pedestrian safety, and will be in the best interest of the public health, safety, and general
15 welfare.

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

20 The Project is located in an existing urbanized neighborhood, and is currently developed
21 with a one-story non-residential buildings and surface parking previously occupied by auto
22 repair use. Accordingly, necessary public facilities serving the site currently exist. It is not
23 anticipated that the additional commercial floor area that the Project proposes will require
24 new public facilities. Any upgrades to the existing facilities that are required will be
25 provided. Improvements to the abutting rights-of-way, such as new curb and gutter and
26 street repair, will be implemented per the conditions of approval. Further, the existing and
27 proposed public service facilities necessary to accommodate the Project, such as the width
28 and pavement of the adjoining streets, traffic control devices, sewers, storm drains,
29 sidewalks, street lights, proposed street trees, fire protection devices, and public utilities,
are provided for adequately as confirmed by the City Departments that reviewed the
Project during the interdepartmental review process.

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

32 The proposed retail and office development will provide 16,900 square feet of retail and
33 office space at the site, consistent with the General Plan's General Corridor Land Use
34 designation. This designation emphasizes community-serving commercial uses including
35 the two proposed uses. The Project is also consistent with Objectives 5 and 6 of the Land
36 Use Element, which calls for the encouragement of new business opportunities that
37 expand the City's economic base and serve the needs of the City's residential and
38 business community, and for the revitalization of the physical character and economic well-
39 being of the City's commercial corridors. Based on review of the preliminary development
plans, the proposed residential development is not anticipated to result in any significant

impacts on surrounding uses or to be inconsistent with the goals of the General Plan. There is no applicable Specific Plan for this area.

Administrative Use Permit

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

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

Per CCMC Section 17.320.035.C.1.b.ii, tandem parking for up to three spaces in depth may be allowed for nonresidential uses in nonresidential zoning districts with an Administrative Use Permit (AUP). The Project, located in the IG-EW Zone and intended for retail and office use, proposes two-car tandem parking configuration for 10 parking spaces in the ground level parking garage and 10 additional spaces in the subterranean parking garage. The proposed layout complies with all other applicable standards for parking design and layout, except where Administrative Modification is requested. All proposed tandem stalls are proposed to be 9 feet wide, as required by the Zoning Code. Six of the 10 tandem stalls on ground level and additional 6 on the subterranean level request a 10% reduction from the required 18-foot length through Administrative Modification and propose to be 16'-3" long. While the driveway ramp to the subterranean parking garage also proposes a 10% reduction from the required 24-foot width to 22'-6", all other areas of automobile circulation, backup areas, and drive aisles comply with the dimensions specified by the Zoning Code.

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

The subject site's General Plan land use designation is General Corridor. The proposed use of tandem parking is allowed in all non-residential zones, including IG-EW, subject to approval of an AUP and any related conditions of approval. Further, the General Corridor General Plan land use designation is designed to allow for a range of small- to medium-scale commercial uses, with an emphasis on community-serving retail; it is intended to support desirable existing and future neighborhood and community serving commercial uses. The proposed use of tandem parking for the Project will be consistent with this purpose as it will serve a new retail/office development that is consistent with the goals of allowing small- to medium-scale commercial uses within the subject land use designation. There is no applicable Specific Plan for this location.

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

The proposed use of tandem parking configuration is in compliance with the design and

size requirements of the Zoning Code, with some exceptions as specified in the Administrative Modification findings below. The parking is located at the surface and subterranean levels and accessed directly from the rear alley. The proposed drive aisles provide sufficient vehicle circulation area to maneuver in and out of parking stalls and onto the driveway ramp in a forward direction, thus being compatible with the existing and future retail and office land uses in the surrounding vicinity. The proposed alley access is appropriate for the surrounding neighborhood, as Washington Boulevard is a busy street and Comey Avenue is narrow with frequent turning traffic from Washington Boulevard. Between the two proposed tenants—ground floor retail and upper floor office—the retail use only requires two parking spaces. Of the 19 spaces provided on the ground level, only six will be tandem. As such, all of the tandem spaces are expected to be used by a single tenant. The Project is conditioned to require a parking operations management plan outlining how the tandem stalls will be assigned will be submitted for review and approval by the Director in order to ensure usability. The design, size, location and operating characteristics of the proposed use of tandem parking comply with the Zoning Code, will not have an impact on adjacent uses, and are therefore found to be compatible with the existing and future commercial land uses in the vicinity of the subject site.

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

The Site is comprised of two generally flat parcels that form an irregular shape, totaling approximately 9,989 square feet. The Site is located along a primary artery, Washington Boulevard, in the East Washington Overlay and surrounded by other commercial and light industrial land uses. The applicant proposes to provide 19 off-street parking spaces on the ground level parking facility and 24 additional spaces on the subterranean level. 10 spaces on each level will be in a tandem configuration in order to increase the amount of on-site parking. The amount, size, and configuration of the parking spaces will be provided in compliance with the requirements of the Zoning Code, with some exceptions as noted earlier in the Finding A. The Site provides sufficient space for the proposed parking configuration, including access driveway, back-up space necessary for vehicles to maneuver in and out of the parking stalls. Access will be provided from the rear alley, as it is most appropriate for the subject site, and will comply with American's with Disabilities Act (ADA) standards. There are no physical constraints that would prevent or create a hazard by use of the provision or use of the tandem parking. The proposed tandem parking configuration will not create any conflicts with surrounding land uses and will not require the provision of additional utilities.

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

The requested AUP approval for the use of tandem parking will improve usability and functionality of the Project, as it would increase the number of parking spaces provided

onsite. The approval would be beneficial for the surrounding neighborhood and contribute to the general public interest, safety, and welfare, by maximizing the number of stalls within the site's footprint, rather than utilizing more disruptive alternatives, such as excavating another level. The parking will meet the minimum standards for size, access, circulation, and maneuverability, with the exceptions noted, ensuring safe vehicle circulation is preserved. Since the tandem parking stalls will be accessed by driveway and driveway ramp along the alley in rear, circulation on Washington Boulevard and Comey Avenue will not be negatively affected. The conditions of approval attached as Exhibit A will further ensure that the approval of this AUP will not be detrimental to the public interest, health, safety, or general welfare or injurious to persons, property or improvements in the surrounding neighborhood and will not create negative onsite or off-site impacts.

Administrative Modifications

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

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

Parking Dimensions, Spacing, and Number of Parking Spaces. The Site has an irregular shape that is narrower in the front. It measures 100 feet deep, 50 feet wide along Washington Boulevard, and gets wider towards the rear to approximately 100 feet along the alley. Such irregular shape and narrow street frontage restricts the area that can be utilized for the necessary dimensions for parking and circulation and parking configuration. Without reduction of the length of six tandem stalls on each parking level and the width of the driveway ramp to the subterranean parking, it would not be possible for the Project to provide the Zoning Code-required minimum driveway and back up aisle dimensions along with essential functions, including trash room, egress stairwell, and transformer room. The requested reduction allows for the Project to provide the maximum number of parking stalls while maintaining usability and safety of the parking facility. Similarly, allowing reduction in number of overall required parking will enable the Project to meet the requirements and design standards of the East Washington Overlay and, additionally, include desirable features throughout the Project, such as ground floor retail space and terraces throughout the building to provide open space, articulation, and landscape, without compromising functionality.

Height Increase. Due to the irregular shape of the site as noted above, as well as incremental setback requirements in the rear due to adjacency to a residential zone, the Site is restricted in buildable area on upper levels. With allocations for areas that are essential to operation such as stairwells and showers and for architectural articulation including terraces and landscaping area, actual usable area is further limited. The strict application of all applicable development standards would restrict the Project considerably and render it impractical. Approval of the requested 10% height increase would allow a mezzanine level to provide additional usable area.

- 1 **2. Approval of the Administrative Modification would not be detrimental to the public**
2 **health, interest, safety, or general welfare, and would not be detrimental or injurious**
3 **to property or improvements in the vicinity and in the same zoning district.**

4 Parking Dimensions, Spacing, and Number of Parking Spaces. Besides the reduction in
5 length of twelve tandem stalls and the width of the driveway ramp, the Project meets all
6 required dimensions for automobile parking and circulation. Allowing the reductions would
7 not be detrimental to safety of the subject parking facility. As the requested reductions are
8 all within the Site, they would not impact health, interest, safety, or general welfare of the
9 surrounding neighborhood. As the Project is located in close proximity to a major transit
10 stop—Metro La Cienega Station is within 0.6 mile legal walking distance—it is expected
11 that the actual parking demand for the Project would be lower than the Zoning Code
12 requirement. As such, reduction of number of parking spaces is not expected to strain
13 street parking supply or have other significant negative impact to the surrounding
14 neighborhood.

15 Height Increase. The Project is adjacent to a busy commercial street in the front and multi-
16 family residential zone in the rear. With the incremental setback requirement for the portion
17 of the Project adjacent to a residential zone and a ten foot alley between the Site and the
18 residential zone, the Project is set back 25 feet from the residential zone at the top floor
19 and roof level. Such significant setback distance would allow ample light and air for the
20 residential zone. The building is set back along both street frontages, as well, so as to
21 reduce the appearance of bulk. The additional height will not be detrimental to public
22 health, interest, safety, or general welfare of the surrounding neighborhood and properties
23 in the vicinity.

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

26 The General Plan Land Use designation for the site is General Corridor, which is intended
27 to allow for a range of small- to medium-scale commercial uses, with an emphasis on
28 community-serving retail. The designation is characterized by areas with a two- to three-
29 story height limit, and areas with up to a 56-foot height limit. The proposed Administrative
Modification will result in a building height of 47'-3" with allowed projections and facilitate
retail and office uses, and therefore will not create inconsistencies with this goal. By
allowing the adjustments to parking stall and driveway ramp dimensions, number of parking
stalls, and building height, the Project can be implemented with the proposed components
as intended by the General Plan land use designation. In addition, the overall development
will further Objective 5 of the Land Use Element, which calls the City to encourage new
business opportunities that expand the City's economic base and serve the needs of the
City's residential and business community. The proposed Project meets all other
applicable Zoning Code requirements or applicable allowances, including Section 17.550,
which allows an increase or reduction of specified development standards by 10% or less
of the required standard.

SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby (i) adopts a Categorical Exemption, in accordance with CEQA, finding the Project will not result in significant adverse environmental impacts; and (ii) approves Site Plan Review, Administrative Use Permit, and Administrative Modification P2021-0171-SPR/AUP/AM, subject to: the site and floor plans reviewed by the Planning Commission on March 9, 2022; the conditions of 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. 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 Office development at 5861-5863 Washington Boulevard.

APPROVED and ADOPTED this 9th day of March 2022.

DANA SAYLES - CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:

RUTH MARTINDELCAMPO, ADMINISTRATIVE CLERK

EXHIBIT A
RESOLUTION NO. 2022-P004
Case No. P2021-0171-SPR, AUP, AM
5861-5863 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.	The project is proposing relocation of one or both of the trees on the east side of Comey Avenue adjacent to the site. The two existing metered parking stalls shall be taken into account when deciding on the tree locations.	Public Works	Special	
3.	The project is required to upgrade the pedestrian push buttons to current standards for the two signal poles located at the northeast corner of the Comey Avenue/Washington Boulevard intersection.	Public Works	Special	
4.	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	
5.	Any construction work in the public right-of-way will require a permit from the Public Works Department including a traffic control plan consistent with the CA MUTCD.	Public Works	Special	

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GENERAL				
6.	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	
7.	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	
8.	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 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.	Public Works/ Fire/ Current Planning	Standard	
9.	Trash areas within five feet of the building shall be protected by fire sprinklers.	Fire	Special	

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GENERAL				
10.	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	
11.	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	
12.	<p>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.</p> <p>The Project shall incorporate one or more of the following Trip Reduction Measures:</p> <p>1. End of trip facilities including Employee Bicycle Lockers that services the required bicycle parking condition included within this document; the applicant shall provide a design that identifies number of employees served by the facility.</p> <p>2. Public Transportation and Shared-ride Uber/Lift Information Kiosks for both ground floor and office employees; the information kiosk shall include 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.</p>	Trans., <u>Public</u> Works, Planning	Standard	

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GENERAL				
	<p>3. In addition to the minimum required EV related parking spaces consistent with CCMC Chapter 17.320 - "Off-Street Parking and Loading", marked parking stalls shall be constructed with infrastructure necessary to allow for future installation of Electrical Vehicle (EV) charging and 25% of these additional spaces or a minimum of six (6) spaces shall be EV ready parking spaces; EV ready parking spaces shall be consistent with applicable California Green Building Code standards.</p> <p>4. At least two low/zero emission vehicle designated parking spaces and at least one carpool/vanpool designated parking at each parking level; infrastructure ready EV spaces may be used.</p> <p>5. With approval from Public Works, designated loading areas for shared-ride vehicles along project adjacent public streets or an onsite designated loading area for shared-ride vehicles.</p> <p>6. Subsidized Shared-Ride/Uber/Lift Service – The Project shall provide employees with a voucher or similar system for Uber/Lift ridesharing services to facilitate use of rideshare services. The subsidy shall be 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.</p> <p>7. Promotion of walking through a "walk to work" program in coordination with the on-site office employees and a posted neighborhood map with approximate walking distances and times to local neighborhood amenities.</p>			

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GENERAL				
	<p>8. Two bicycle sharing spaces with accompanying bicycles to be owned, insured, and maintained by the Project's property management company.</p> <p>9. Other potential Measures which may be required consistent with City mobility measures, if adopted, prior to Certificate of Occupancy.</p> <p>10. TAP Cards – The Project will subsidize the purchase of TAP cards for a period of three years for employees who opt to take Metro instead of personal vehicles, and will not be provided on-site parking accommodations and not receive a car share subsidy; or, the Project will offer a cash-out bonus to individuals who opt to use other modes of commuting options such as carpools, car share, shuttles, bicycles, or walking. The cash-out bonus will count towards the obligation.</p> <p>Further, the Applicant shall procure and register TAP cards for project tenants and the Project owner or property management firm shall provide evidence and/or accounting annually to the City of such subsidy.</p> <p>11. Other measures as may be appropriate.</p>			
13.	<p>Secure bicycle parking shall be provided to accommodate a minimum of four (4) bicycles, to meet the bicycle parking requirements for the project. The bicycle parking shall be provided as follows:</p> <p>Two (2) long-term parking spaces and two (2) short term parking spaces.</p>	Public Works	Special	
14.	<p>The short-term spaces must be provided on the project site, using one (1) "Inverted - U" bicycle racks or similar. The short-term bicycle parking spaces shall be provided within 50-ft walking</p>	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
	distance of the main pedestrian entrance to the building.			
15.	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.	Public Works	Special	
16.	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 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.	Public Works	Special	
17.	Bicycle parking location, layout and equipment shall comply with the City's approved Bicycle and Pedestrian Master Plan Design Guide (except as noted in Condition No. 3, below), and the development plans shall be revised to provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking areas. Bicycle parking shall be installed only on all-weather surfaces.	Public Works	Special	
18.	All buildings and structures to be constructed as part of the Project shall be designed and	All Depts	Standard	

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GENERAL				
	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.			
11.	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	
12.	Building shall have fire sprinklers installed per 2019 NFPA 13 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.	Fire	Special	
13.	Provide fire sprinkler monitoring and fire alarm system per 2019 NFPA 72. Fire monitoring system shall be separate from the security system.	Fire	Special	
14.	Hydrants shall be provided in the quantity and at the spacing prescribed in the 2016 CFC Appendix B.	Fire	Special	
15.	Street address shall be visible from the public right-of-way.	Fire	Special	
16.	Fire extinguishers shall be provided in the size, location, and type approved by Fire Marshall.	Fire	Special	
17.	Fascia and tops of exterior walls shall be constructed of hard materials able to withstand the weight of firefighters and firefighting equipment. No foam products shall be used. Contact Culver City Fire Department (CCFD) for requirements.	Fire	Special	
18.	Parapets in excess of five feet shall have catwalks and ladders. Contact CCFD for requirements.	Fire	Special	

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GENERAL				
19.	Provide Knox Box and/or Knox key switches. Motorized access gates shall have 'Knox' key switch.	Fire	Special	
20.	Access for emergency fire and medical personnel: Concrete surfaces between the street and main entrance for each building shall be paved to allow the rolling of a medical gurney.	Fire	Special	
21.	All rooms interior and exterior shall be provided with numbers and description. Stairways shall be marked at access and on each landing stair number and if stairway provides roof access or no roof access.	Fire	Special	
22.	All emergency lights and exit lights shall have self-contained battery backup power.	Fire	Special	

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
23.	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	
24.	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, 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.	City Attorney	Standard	
25.	A Comprehensive Construction Management Plan (CMP) shall be submitted to Building & Safety as part of the Building Permit plan	All Depts	Standard	

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
	<p>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.</p> <p>In addition to the above, the CMP shall include the following components:</p> <p>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.</p> <p>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</p>			

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
	<p>Traffic Management Plan shall contain, but not be limited to, the following:</p> <p>A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.</p> <p>B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties.</p> <p>C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Property.</p> <p>D. The location, times, and estimated duration of any roadway closures, traffic detours, use of protective devices, warning signs, and staging or queuing areas.</p> <p>E. The location and travel routes of off-site staging and parking locations.</p> <p>F. Estimated number of trucks per hour for dirt hauling, concrete pouring, deliveries, etc.</p>			

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	<p>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.</p> <p>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 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.</p> <p>e. The CMP shall address implementation of the following <u>measures during construction</u>:</p> <p>i Foundation Shoring Plan demonstrating use of noise dampening design methods.</p> <p>ii Construction Rules Sign that includes contact names and telephone numbers.</p> <p>iii Daily maintenance of construction site.</p> <p>iv Dust control by regular watering.</p> <p>v Construction worker and contractor offsite parking.</p> <p>vi Staging and storage of construction equipment on-site only.</p> <p>vii Compliance with noise standards.</p>			

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	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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PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
16.	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	
17.	The site plan shall show a new ADA curb ramp at northeast corner of Washington Boulevard/Comey Avenue.	Public Works	Special	
18.	All existing driveway approaches which will no longer be necessary due to this project shall be removed and replaced with full height sidewalk, parkway, and curb and gutter. The applicant shall submit plans to Engineering Division for approval.	Public Works	Special	
19.	The existing curb and gutter and sidewalk shall be removed and reconstructed along the project's frontage.	Public Works	Special	
20.	Existing street trees shall not be removed. An arborist report shall be prepared and submitted to Engineering Division to address the health of the existing street tree(s) and if it can withstand the shock of the root removal that will take place when the existing curb, gutter, and sidewalk are reconstructed.	Public Works	Special	
21.	This project is subject to the City's Sewer Facility Charge. This charge must be paid prior to the issuance of a building permit. Applicant shall do a sanitary sewer line analysis that considers the existing and future flows, alignment, and sizes of existing sewer lines to determine if upgrades are necessary. Sewer Facility Charge and sewer line analysis shall be submitted to Engineering Division.	Public Works	Special	
22.	As the total area of the site to be redeveloped is greater than 5,000 sq. ft., a Standard Urban Stormwater Mitigation Plan (SUSMP/LID)	Public Works	Special	

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	must be prepared and submitted to Engineering Division for review and approval.			
23.	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. For questions on any work involving bicycle parking, detailed design and location for the project the applicant may contact Christopher Evans, Culver City Public Works Department, at christopher.evans@culvercity.org.	Public Works	Special	
24.	Prior to issuance of any Public Works Department/Engineering Division Permit for the Project, the developer shall obtain a determination from the Public Works Department Administration staff that the final bicycle parking layout is in compliance with these bicycle parking requirements.	Public Works	Special	
25.	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	
26.	Provide the location of all hydrants within 300 feet of the property on the plans.	Fire	Special	
27.	Location of the Fire Department fire sprinkler connection (FDC) shall be approved by the Fire Marshal. Culver City Fire Department	Fire	Special	

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	requires each FDC to be within 150 feet of a public fire hydrant. A new fire hydrant may be required to meet this requirement.			
28.	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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DURING CONSTRUCTION				
29.	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	
30.	During construction, the Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
31.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building/ Public Works	Standard	
32.	<p>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.</p> <p>In the event three citations are issued in connection with the Project for violations of these Conditions of Approval or for other violations of the CCMC, Project construction shall be stopped until such time that it is determined to the satisfaction of the Community Development Director, that causes of such violations have been eliminated or corrected and that the Project will be able to proceed in full compliance with these Conditions of Approval and the CCMC.</p>	Building	Standard	
33.	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	Building Current Planning Public Works	Standard	

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DURING CONSTRUCTION				
	approved by the City, and not in the surrounding neighborhood.			
34.	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	
35.	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	
36.	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	
37.	Compliance with the following noise standards shall be required with at all times: A. No construction equipment shall be operated without an exhaust muffler, and all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no	Building/ Current Planning	Standard	

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DURING CONSTRUCTION				
	<p>less effective than those provided on the original equipment;</p> <p>B. All construction equipment shall be properly maintained to minimize noise emissions;</p> <p>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;</p> <p>D. Noise impacts from stationary sources (i.e., mechanical equipment, ventilators, and air conditioning units) shall be minimized by proper selection of equipment and the installation of acoustical shielding as approved by the 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</p> <p>E. Stationary source equipment (i.e., compressors) shall be located so as to maintain the greatest distance from the public right-of-way and from Noise Sensitive Receptors.</p>			
28.	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 parked with their engines off to reduce vehicle emissions. Construction deliveries shall be phased and scheduled to avoid emissions peaks as determined by the Building Official and discontinued during second-stage smog alerts.	Building/ Public Works	Standard	.

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DURING CONSTRUCTION				
	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.			

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
29.	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 August 12, 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	
30.	<p>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:</p> <p>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.</p>	All	Standard	
31.	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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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
32.	All signs and existing painted curb fronting the site shall be replaced and refreshed.	Public Works	Standard	
33.	The project is subject to Art in Public Places Program and its applicable fees per CCMC Section 15.06.	Cultural Affairs	Special	
34.	A lot tie covenant shall be executed to tie 5861 Washington Boulevard and 5863 Washington Boulevard into one lot.	Current Planning	Special	
35.	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 <u>any</u> Certificate of Occupancy.	Public Works	Special	

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ON-GOING				
36.	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 March 9, 2022, excepted as modified by these Conditions of Approval.	Current Planning	Standard	
37.	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	
38.	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	
39.	All graffiti shall be removed from the Property within 48 hours of its application.	All Depts	Standard	
40.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	

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ON-GOING				
41.	City Streetscape improvements shall be maintained by the project owner in perpetuity.	Public Works/ Current Planning	Standard	
42.	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	
43.	All onsite landscaping shall be maintained in a good condition at all times by the project owner.	Current Planning	Special	
44.	All signage onsite shall be subject to a separate review and approval by the Current Planning Division and require a building permit if applicable.	Building/ Current Planning	Special	

GLOSSERY 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>

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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.	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".	Current Planning		
7.	Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330	Current Planning		

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NO.	CODE REQUIREMENTS	Agency	Code Compliance Verification	Check if Applicable
	- "Signs". All signs require a separate permit and approval.			
8.	The Project applicant shall obtain all permits and licenses required in connection with the development or use of the Project.	All		
9.	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.	The Project shall comply with CCMC Chapter 15.06: New Development Fees including: a. New Development Impact Fees pursuant to CCMC Section 15.06.005 et. seq., b. City's Art in Public Places Program, as set forth in CCMC Section 15.06.100, et.seq.,	Current Planning Building Cultural Affairs		

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NO.	CODE REQUIREMENTS	Agency	Code Compliance Verification	Check if Applicable
	c. City's Residential Development Park Dedication and In Lieu Parkland Fees, as set forth in CCMC Section 15.06.300, et.seq. d. City's Mobility Improvement Fees, as set forth in CCMC Section 10.06.500, et.seq.			
16.	Plans submitted as part of the building permit application shall include a schedule of the special inspections anticipated, the firm proposed for the special inspections, and the resumes of all proposed special inspectors. The Building Official reserves the right to reject any special inspector at any time for the duration of the Project. All special inspection reports shall be made available to the Building Official and to any Culver City Building Safety inspector as required by the Building Official. No work shall be covered without a Culver City Building Safety inspection, whether or not a special inspection was performed on such work.	Building		
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.	All utility lines fronting the site shall be undergrounded by the applicant.	Public Works		

EXHIBIT B
RESOLUTION NO. 2022-P004
Case No. P2021-0171-SPR, AUP, AM
5861-5863 Washington Boulevard

GLOSSERY 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>