

1 RESOLUTION NO. 2022-P011

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3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER
4 CITY, CALIFORNIA, (1) ADOPTING A CLASS 32 CATEGORICAL EXEMPTION;
5 AND (2) APPROVING SITE PLAN REVIEW P2021-0261-SPR AND
6 ADMINISTRATIVE USE PERMIT P2021-0261-AUP TO ALLOW
7 CONSTRUCTION OF A 4-STORY OFFICE BUILDING CONSISTING OF 11,100
8 SQ. FT. OF OFFICE SPACE AT 12300 WASHINGTON BOULEVARD IN THE
9 COMMERCIAL GENERAL (CG) ZONE.

10 (Site Plan Review, P2021-0261-SPR;
11 Administrative Use Permit, P2021-0261-AUP)

12 WHEREAS, on October 12, 2021, ODAA Architects (the "Applicant") on behalf of
13 Jacmar Properties LLC (the "Property Owner") filed an application for a Site Plan Review (SPR)
14 and Administrative Use Permit (AUP) to allow the construction of a new 4-story 11,100 square
15 foot commercial office development (the "Project"). The Project Site is described by Los
16 Angeles County Assessor's Parcel Numbers 4232-011-022 in the City of Culver City and 4232-
17 011-021, in the City of Los Angeles, both in the County of Los Angeles, State of California; and,

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

- 20 1. Site Plan Review, P2021-0261-SPR, for the construction of the four-story 11,100
21 commercial office structure to ensure the Project complies with all required standards
22 and City ordinances and to establish all onsite and offsite conditions of approval
23 necessary to address the site features and ensure compatibility of the proposed
24 Project with the development on adjoining properties and in the surrounding
25 neighborhood; and
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27 2. Administrative Use Permit, P2021-0261-AUP, to ensure the proposed use of
28 tandem parking spaces within the proposed at-grade parking facility complies with
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1 all required standards and City ordinances, and to establish conditions of approval
2 to ensure the use is compatible with the Project site and surrounding area; and
3 WHEREAS, pursuant to CEQA Section 15332, Class 32 – In-Fill Development Projects,
4 the Project is Categorically Exempt; and

5 WHEREAS, on June 8, 2022, after conducting a duly noticed public hearing on the
6 subject application, including full consideration of the applications, plans, staff report,
7 environmental information and all testimony presented, the Planning Commission, (i) by a vote
8 of __ to __, adopted a Class 32 Categorical Exemption, in accordance with the California
9 Environmental Quality Act (CEQA), finding the Project will not result in significant adverse
10 environmental impacts; and (ii) by a vote of __ to __, conditionally approved Site Plan Review
11 P2021-0261-SPR and Administrative Use Permit P2021-0261-AUP.
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14 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CULVER
15 CITY, CALIFORNIA, RESOLVES AS FOLLOWS:
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17 SECTION 1. Pursuant to the foregoing recitations and the provisions of Culver City
18 Municipal Code (CCMC), the following findings are hereby made:

19 **Site Plan Review**

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

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

28 The general layout of the Project is consistent with the Commercial General (CG) zoning
29 designation. The building is in conformance with the minimum required Zoning Code
setbacks. The proposed height of 51 feet, measured to the top of the roof including elevator
projections is less than the 56 foot maximum allowed in the CG Zone. The Project is
designed to provide vehicular access from a local street at the rear of the site and

pedestrian access from Washington Boulevard at the front of the site. The building entries face the front of the property, and the general building layout and design are oriented towards both street frontages, Campbell Drive and Washington Boulevard, where building insets and varied façade treatments create a more aesthetic façade.

B. The architectural design of the structure(s), and their 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 four-story building includes three full levels with a stepback on level four to provide roof deck amenities. In addition, the center of the building along Campbell Street includes upper floor patios with landscaping features. Together, these design features reduce street-facing building mass while providing variation to typical flat facades of the contemporary building design. The building uses large windows on the street facing facades of the building to further break up the façade. At street level, breezeblock will create a barrier between the sidewalk and interior garage, thus reducing instances of blank wall along Campbell Drive. The lobby at Washington Boulevard will have glass windows that allow pedestrian to see into the first level of the building.

The color palette of the finish surface is comprised of red brick veneer and grey CMU, both compatible with the black metal of the windows and wood columns along the lobby. Overall, the Project design is well-articulated, conscious of the character and uses of the surrounding neighborhood and meets all applicable requirements and development standards of the zoning district.

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.

Due to the building footprint, site size, and necessary site access points for automobiles and other mobility features, there are limited opportunities for landscaping; however, the Project does find unique ways to provide landscape features on the property. The second and third floor courtyard will have a California Fan Palm planted that will reach from the ground floor through to the second floor at the time of planting. Other planters will be provided at the courtyard and roof level to provide additional landscape. At ground level, a row of Brisbane box trees will be provided along the rear of the property while grasscrete will be used for half of the parking spaces. An additional tree of yet to be determined species will be planted in the micro mobility parking area adjacent to the driveway apron. The public right-of-way will be planted to the standards of the Public Works Urban Forest Master Plan through separate off-site construction plans. 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.

- 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 complies with applicable Zoning Code requirements, including the standards of the CG Zone. All proposed improvements, with the exception of the accessible valet loading zone discussed under Administrative Use Permit, are contained fully within the Site and do not encroach into neighboring properties or public right-of-way. With upper floor building setbacks and large windowed facades, the Project is oriented towards the adjacent streets and is designed to be visually engaging and at an appropriate bulk and scale that complements the neighboring structures. The rear of the structure exceeds setback standards required when abutting a residential zone helping to reduce the appearance of the building bulk. The Project will repair adjacent sidewalks and street furniture along the Project frontages, as well as provide landscaping and exterior lighting, to enhance quality of the built environment in the vicinity. These design features and improvements will complement the use and enjoyment of neighboring existing or future developments and improve vehicular and pedestrian safety, thereby contributing to the public health, safety, and general welfare.

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

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

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

The General Plan Designation for the Project Site, General Corridor, emphasizes community-serving commercial uses including the two proposed uses, office and retail. The Project is also consistent with Objectives 5 and 6 of the Land Use Element, which calls

for the encouragement of new business opportunities that expand the City's economic base and serve the needs of the City's residential and business community, and for the revitalization of the physical character and economic well-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 non-residential uses in non-residential zoning districts with an Administrative Use Permit (AUP). The Project, located in the CG Zone and intended for office use, proposes two-car tandem parking configuration for 30 parking spaces in an at-grade parking lot. The proposed layout complies with all other applicable standards for parking design and layout. All tandem stalls are proposed to be 9 feet wide and 18 feet deep, as required 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 CG, 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 and 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 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. The parking is located at grade and directly accessible from a local street. 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. The applicant proposes that all parking spaces will be self-parked throughout the morning, requiring all parking spaces within the first row to be filled first. The second row would be self-parked next and would require those employees to give their keys to the valet attendant in case someone parked in the first row needs to leave early. Self-parking of automobiles in the morning will help to speed up parking operations in the morning. The valet stand will be located curbside to provide a Building Code required accessible path-of-travel that could not otherwise be provided on-site due to configuration constraints. Self-parking will help to ensure that the on-street valet is only used when necessary to assist a handicapped member of the public, thus reducing any circulation impacts on Campbell Drive and Washington Boulevard.

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 12,030 square feet in area. The Site is located along a primary artery, Washington Boulevard and surrounded by a mix of commercial uses and multi-family and single-family residential uses. The applicant proposes to provide 32 off-street parking spaces in an at-grade parking lot with 30 of those spaces as 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. The Site provides sufficient space for the proposed parking configuration, including access driveway and back-up space necessary for vehicles to maneuver in and out of the parking stalls. Access will be provided from Campbell Drive, as it is most appropriate for the subject site. A curbside valet stand will be provided on Campbell Drive to provide an accessible loading lane for handicapped employees and guests to comply with Americans 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

1 the site's footprint, rather than utilizing more disruptive alternatives, such as excavating a
2 subterranean level. The parking will meet the minimum standards for size, access,
3 circulation, and maneuverability, ensuring safe vehicle circulation is preserved. Since the
4 tandem parking stalls will be self-parked during the morning commute and only require
5 valet service if someone in the first row of cars needs to leave before the second row of
6 cars, circulation on Washington Boulevard and Campbell Drive will not be negatively
7 affected. The conditions of approval attached as Exhibit A will further ensure that the
8 approval of this AUP will not be detrimental to the public interest, health, safety, or general
9 welfare or injurious to persons, property or improvements in the surrounding neighborhood
10 and will not create negative onsite or off-site impacts.

11 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
12 Commission of the City of Culver City, California, hereby (i) adopts a Categorical Exemption,
13 in accordance with CEQA, finding the Project will not result in significant adverse environmental
14 impacts; and (ii) approves Site Plan Review and Administrative Use Permit P2021-0261-
15 SPR/AUP, subject to: the site and floor plans reviewed by the Planning Commission on June
16 8, 2022; the conditions of approval set forth in Exhibit A, attached hereto and incorporated
17 herein by this reference; and the applicable code requirements set forth in Exhibit B attached
18 hereto and incorporated herein by this reference. The site and floor plans, and Exhibits A and
19 B are collectively referred to as "Project Requirements."

20 SECTION 3. The Project Requirements are hereby imposed on the proposed office
21 development at 12300 Washington Boulevard.
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1 APPROVED and ADOPTED this 8th day of June 2022.

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5 DANA AMY SAYLES - CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:

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11 RUTH MARTINDELCAMPO, ADMINISTRATIVE CLERK
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EXHIBIT A
RESOLUTION NO. 2022-P011
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12300 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, streetlights, 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.	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	Public Works/ Fire/ Current Planning	Standard	

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GENERAL				
	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.	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	
8.	The Project shall meet all provisions of CCMC Section 7.05.015 - "Transportation Demand and	Trans., <u>Public</u>	Special	

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GENERAL				
	<p>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 the following Trip Reduction Measures and may choose to incorporate others:</p> <ol style="list-style-type: none"> 1. End of trip facilities including an on-site shower facility and Employee Bicycle Lockers that service the required bicycle parking condition included within this document; the applicant shall provide a design that identifies number of employees served by the facility. 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. 3. Extra bike parking shall be provided beyond Code standard as show on preliminary development plans. 4. TAP Cards – The Project will subsidize the purchase of up to 44 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 44 employee obligation. 	Works, Planning		

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GENERAL				
	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.			
9.	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 comply with Culver CityBus Bus Stop Standard and approved by Transportation Department.	Trans.	Standard	
10.	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	
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.	All existing driveway approaches which will no longer be necessary shall be removed and reconstructed with full-height curb, gutter, and sidewalk.	Public Works Engineering	Special	

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GENERAL				
13.	Project shall remove and replace all existing sidewalk. All new sidewalk shall be ADA compliant.	Public Works Engineering	Special	
14.	If existing street lights 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.	Public Works Engineering	Special	
15.	All utility lines fronting the site shall be undergrounded by the applicant.	Public Works Engineering	Special	
16.	Provide an NFPA 13 fire sprinkler system throughout all portions of this project, density shall meet minimum requirements by occupancy classifications, parking garage shall be Ordinary hazard Group II minimum density, a DDCA and other exterior fire sprinkler system equipment shall be installed per Golden St Water Company and Culver City Fire Department with the Planning Department screening requirements.	Community Risk Reduction	Special	
17.	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.	Community Risk Reduction	Special	
18.	In Buildings where the floor level of the highest story is located more than 30 feet (9144 mm) above the lowest level of fire department vehicle access. 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.	Community Risk Reduction	Special	
19.	Hydrants shall be provided in the quantity and at the spacing prescribed in the 2019 CFC Appendix B.	Community Risk Reduction	Special	

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GENERAL				
20.	Provide fire sprinkler monitoring and fire alarm system per 2019 NFPA 72, fire monitoring system shall be separate from the security system. Provide audible visual devices per NFPA 72 public mode. Comply with Ch. 5 of 2019 CFC Emergency Responder Radio Coverage.	Community Risk Reduction	Special	
21.	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.	Community Risk Reduction	Special	
22.	All fire lane locations shall be determined by the Fire Code Official upon submittal of final proposal, location of fire lane width, vertical clearance, location and type of fire department connections (FDC's) and similar equipment. All fire lane and fire road surfaces shall be of approved surfaces and designed to support the weight of a 68,000 pound apparatus.	Community Risk Reduction	Special	
23.	Trash areas within five feet of the building shall be protected by fire sprinklers.	Community Risk Reduction	Special	
24.	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.	Community Risk Reduction	Special	
25.	Parapets in excess of five feet shall have catwalks and ladders. Contact CCFD for requirements.	Community Risk Reduction	Special	
26.	Provide Knox Box and/or Knox key switches. Motorized access gates to have 'Knox' key switch.	Community Risk Reduction	Special	

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27.	Provide fire extinguishers, size, location, and type shall be approved by Fire Marshal.	Community Risk Reduction	Special	
28.	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.	Community Risk Reduction	Special	
29.	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.	Community Risk Reduction	Special	
30.	All emergency lights and exit lights shall have self-contained battery backup power.	Community Risk Reduction	Special	

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
31.	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	
32.	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	
33.	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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	<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. Contractor may be required to place a protective canopy over the sidewalk which will require a separate Street Use Permit from Engineering Division.</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</p>			

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
	<p>reserve the right to reject any engineer at any time and to require that the Plan be prepared by a different engineer. The Construction Traffic Management Plan shall contain, but not be limited to, the following:</p> <p>A. The name and telephone number of a contact person who can be reached 24 hours a day regarding construction traffic complaints or emergency situations.</p> <p>B. An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the Property, and maps showing access to and within the Property and to adjacent properties.</p> <p>C. Procedures for the training and certification of the flag persons used in implementation of the Construction Traffic Management Plan. 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>			

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
	<p>F. Estimated number of trucks per hour for dirt hauling, concrete pouring, deliveries, etc.</p> <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>			

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PRIOR TO DEMOLITION PERMIT ISSUANCE				
	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.			
34.	Due to the change of use and increased density, this project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.	Public Works Engineering	Special	

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PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
35.	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	
36.	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	
37.	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	
38.	Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the on-site-Improvement and off-site Improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division's Schedule of Fees and Charges.	Public Works Engineering	Special	
39.	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	Public Works Engineering	Special	

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PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
	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			
40.	Off-site improvement plans prepared by a civil engineer registered in the State of California shall be submitted to the Engineering Division for review, approval and permitting for all proposed improvements within the public right-of-way. Separate plans shall be submitted for street improvements, street light improvements, traffic signal, signage and striping, and sewer improvements. Landscape and irrigation plans for the public parkway area and raised medians shall be included in the street improvement plans.	Public Works Engineering	Special	
41.	The applicant shall provide a geotechnical report from a State licensed geotechnical engineer, as part of the Site Improvement Plan, reporting on the suitability of the onsite soils to support the proposed construction. 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.	Public Works Engineering	Special	
42.	Concurrent with the submittal of the on-site improvement plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide Best Management Practices (BMP's) that adequately address	Public Works Engineering	Special	

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PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
	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.			
43.	Upon completion of rough grading, the geotechnical and civil engineers shall submit certifications and final reports in accordance with the California Building Code. These certifications and reports shall certify the soil compaction and indicate that the pad grade is per plan and shall be submitted to the Engineering Division for review prior to the issuance of any building permits.	Public Works Engineering	Special	
44.	Drainage devices, concrete curb and gutter, sidewalk, and drive approach, roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.	Public Works Engineering	Special	
45.	The project shall provide all required bicycle parking at convenient and well-lit location(s) within the site to be shown on the improvement plans.	Public Works Mobility	Special	
46.	The project shall submit traffic control plan consistent with the CA MUTCD for work within the public right of way for review and approval	Public Works Mobility	Special	

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PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
	by the Mobility Division of the Public Works Department.			
47.	ART IN PUBLIC PLACES PROGRAM - This project will trigger the City's Art in Public Places Program (APPP) requirement as outlined in CCMC 15.06 et seq. If the APPP allocation is less than \$75,000 (1% of the total Building Permit valuation for the project, including shoring permits) the applicant shall pay their APPP allocation into the Cultural Trust Fund prior to issuance of a Building Permit. If the APPP allocation is \$75,000 or more, the applicant has several options for fulfilling the APPP requirement, including commission of permanent art for the site.	Cultural Affairs	Special	
48.	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).	Community Risk Reduction	Special	

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DURING CONSTRUCTION				
49.	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	
50.	During construction, the Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
51.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building/ Public Works	Standard	
52.	<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	
53.	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.			
54.	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	
55.	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	
56.	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	
57.	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>			
58.	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.			
59.	All work that will be done in the jurisdiction of the City of Los Angeles shall be coordinated with the City of Los Angeles.	Public Works Engineering	Special	
60.	For utility cuts in concrete street paving, the full concrete panel pavement shall be replaced.	Public Works Engineering	Special	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
61.	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 November 11, 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	
62.	<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	
63.	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				
64.	All signs and existing painted curb fronting the site shall be replaced and refreshed.	Public Works	Standard	
65.	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	
66.	Prior to requesting final Certificate of Occupancy, the applicant shall scan the approved grading plans, off-site improvements plans, LID Report, and SWPPP, and shall forward them to the Engineering Division.	Public Works Engineering	Special	
67.	Project will be required to place a pull box within property lines near the project's proposed networking room for future Culver Connect fiber optic cable.	Public Works Engineering	Special	
68.	The existing curb ramp at the corner of Washington Boulevard and Campbell Drive shall be removed and replaced to current ADA and APWA standards.	Public Works Engineering	Special	
69.	Parkway shall be landscaped with drought tolerant plants according to the City's parkway planting guidelines. Submit off-site landscape plans to Engineering Division for review and approval.	Public Works Engineering	Special	

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70.	Two street trees with irrigation along Campbell Drive which will be irrigated with on-site water.	Public Works Engineering	Special	
71.	The project shall refresh the stop control markings (STOP stencil and add centerline tail) on Campbell Drive, as well as marking of the abutting red curbs on Campbell Drive and on Washington Boulevard. A new crosswalk shall be added across Campbell Drive at Washington Boulevard. All pavement markings shall be established in thermoplastic, and all markings must be consistent with the CA MUTCD.	Public Works Mobility	Special	
72.	The project is required to upgrade/replace the curb ramp at the southwest corner of the Campbell/Washington intersection to current standards including the truncated dome.	Public Works Mobility	Special	
73.	The existing northerly driveway needs to be eliminated, and replaced with ADA compliant sidewalk, and curb and gutter.	Public Works Mobility	Special	
74.	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 bicycle parking requirements.	Public Works	Special	
75.	All required bicycle parking shall be installed, maintained, and managed by the developer or their successors and approved by the Public Works Director, or their designee, prior to issuance of any Certificate of Occupancy.	Public Works	Special	
76.	The project shall work with the Transportation to design and incorporate an onsite micromobility parking zone for the parking of e-scooters, shared bikes, and/or	Trans.	Special	

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	other micromobility devices. The micromobility parking zone shall be located near the project's main pedestrian entrance and can be easily accessed from the public right-of-way.			
77.	Provide Addresses viewable from the Public Right-of-Way	Community Risk Reduction	Special	

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ON-GOING				
78.	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 June 8, 2022, excepted as modified by these Conditions of Approval.	Current Planning	Standard	
79.	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	
80.	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	
81.	All graffiti shall be removed from the Property within 48 hours of its application.	All Depts	Standard	
82.	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				
83.	City Streetscape improvements shall be maintained by the project owner in perpetuity.	Public Works/ Current Planning	Standard	
84.	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	
85.	All mitigation measures set forth in any environmental document relating to the Project (including any reports of the type contemplated by the California Environmental Quality Act) shall be incorporated herein by this reference as though fully set forth in these Conditions of Approval, and shall be completed as specified therein.	Current Planning	Standard	
86.	The valet operations are subject to City approval as a project condition. Valet operations would begin at 7AM and end at 6PM Monday through Friday. After valet hours, keys will be kept locked in the lobby for any employees leaving after normal business hours.	Current Planning	Special	
87.	No tenant shall occupy the Building until the applicant has signed a contract with a valet operator for parking lot operations.	Current Planning	Special	
88.	The applicant shall submit a copy of the Mobility Plan and a copy of the valet agreement to the Current Planning Division to keep on file. Change in valet operator shall require resubmittal of Agreement within two weeks of change of operator.	Current Planning	Special	

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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>
<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.	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.	The property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 – "Landscaping" and shall incorporate xeriscape and drought-tolerant plant materials.	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 - "Signs". All signs require a separate permit and approval.	Current Planning		

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
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		
10.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Public Works Current Planning		
11.	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		
12.	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		
13.	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		

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
14.	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		
15.	All utility lines fronting the site shall be undergrounded by the applicant.	Public Works		

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>