

1 RESOLUTION NO. 2022-P020

2
3 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER
4 CITY, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF
5 ZONE MAP AMENDMENT P2021-0025-ZMA, COMPREHENSIVE PLAN P2021-
6 0025-CP, FOR CULVER CROSSINGS PROPERTIES LLC LOCATED AT 8833
7 NATIONAL BOULEVARD AND 8771 WASHINGTON BOULEVARD.

8
9 (Zone Map Amendment, P2022-0144-ZMA and Comprehensive Plan, P2022-0144-
10 CP)

11
12 WHEREAS, on May 31, 2022, Culver Crossings Properties LLC as the applicant (the
13 “Applicant”) of 8833 National Boulevard (formerly 8825 National Boulevard), filed an application
14 for a Zoning Map Amendment and Comprehensive Plan, consisting of a 167,000 square foot
15 creative office use with 478 subterranean parking spaces. The Project site is described as Los
16 Angeles County Assessor Parcel 4312-015-006 in the City of Culver City, County of Los
17 Angeles, State of California; and,

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

21
22 1. Zone Map Amendment P2022-0144-ZMA, for the change of the existing
23 designations from Industrial Commercial (IG) and East Washington Overlay (-EW) Zone
24 to Planned Development No. 17 (PD-17), to ensure the proper rezoning of the property
25 and maintain consistency with the General Plan designation; and

26
27 2. Comprehensive Plan (P2022-0144-CP): To ensure the Project is in
28 compliance with all required standards and City ordinances, and establish all onsite and
29 offsite conditions of approval to reflect the site features and compatibility of the proposed
Project with the uses on adjoining properties; and

1 3. Extended Construction Hours Request, a land use entitlement allowing an
2 additional hour of construction in the morning increasing the allowed construction time
3 to 7:00 am to 8:00 pm to allow for specific construction activity including pouring
4 concrete grading and excavation; and

5 WHEREAS, on November 9, 2022, after conducting a duly noticed public hearing on the
6 subject applications, including full consideration of the applications, plans, staff report,
7 environmental information and all testimony presented, the Planning Commission by a vote of
8 ____ to ____, recommended to the City Council approval of Zoning Map Amendment P2022-
9 0144-ZMA, and Comprehensive Plan P2022-0144-CP; as set forth herein below.

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

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

14 **Zoning Map Amendment**

15 As outlined in CCMC Title 17, Section 17.620.030, the following required findings for a
16 Comprehensive Plan Amendment are hereby made:

- 17 **1. The proposed amendment ensures and maintains internal consistency with the**
18 **goals, policies, and strategies of all elements of the General Plan, and, in the case**
19 **of a Zoning Code amendment, will not create any inconsistencies with this Title;**
20 **in the case of a Zoning Code Amendment.**

21 The proposed Zoning Map Amendment ensures and maintains internal consistency with
22 the goals, policies, and strategies of the General Plan. Specifically, the Zoning Code
23 Map Amendment will change the zoning of the Site from the IG to PD zone and the Site
24 will continue to be consistent with the General Plan Land Use “General Corridor”
25 designation.

26 The proposed project requires a Zoning Map Amendment (ZMA) to change the subject
27 property zoning designation from Industrial General (IG) to Planned Development (PD).
28 Properties located within the PD zone require a Comprehensive Plan as part of the
29

1 entitlement submittal. A Comprehensive Plan establishes development standards,
2 permitted uses and a conceptual development plan for construction. The proposed
3 project requiring the ZMA provides a standards and design for a new 4-story office
4 development. The proposed ZMA would allow for revitalization of the underutilized site
5 on primary arterials (Washington and National) and in close proximity to a Metro station.

6
7 The proposed zone change furthers Objectives 5, 6, 9, and 12 of the General Plan Land
8 Use Element by establishing development standards that would provide pedestrian
9 environments, promote economic vitality with, allow for creative office type uses,
10 enhance visual quality by utilizing sustainable urban design principles and providing
11 streetscape improvements along commercial corridors. The proposed ZMA therefore is
12 in compliance with the following Objectives and Policies of the Land Use Element of the
13 General Plan.

14
15 Objective 5. Economic Diversity. Encourage new business opportunities that expand
16 Culver City's economic base and serve the needs of the City's residential and business
17 community.

18 Policy 5.H Encourage and support entertainment and media businesses by
19 promoting Culver City's image as the "Heart of Screenland".

20
21 Objective 6. Commercial Corridors. Revitalize the physical character and economic well
22 being of the City's commercial corridors.

23 Policy 6.A Encourage revitalization of commercial corridors in the City through new
24 development and renovation of existing structures with incentives which address
25 development standards and the project approval process.

26
27 Objective 9. Studio Image. Encourage and support entertainment and media businesses
28 by promoting Culver City's image as the "Heart of Screenland".

29 Policy 9.B Continue to allow studio and studio-related uses in areas designated for
certain commercial and industrial uses.

Objective 12. Urban Design. Ensure that new construction and renovation of existing
residential and non-residential buildings and streetscapes are accomplished with the
highest quality architectural and site design.

Policy 4.B consistent neighborhood development standards.

Policy 6.I revitalization of commercial corridors.

Policy 10.A – Policy 10.L streetscape and urban design improvements.

**2. The proposed amendment would not be detrimental to the public interest, health,
safety, convenience, or welfare of the City; and**

1 The proposed ZMA would provide creative office floor area to encourage multi-media content
2 creation on a site located adjacent to 3 arterials, Washington, National and Venice Boulevards
3 and located near the Culver City Metro Station. An EIR has been completed for the proposed
4 project that provides mitigation that will reduce impacts to a less than significant level, with the
5 exception of Project-level and cumulative air quality impacts during construction, Project-level
6 and cumulative on-site construction noise, cumulative offsite construction noise (construction
7 vehicles), and Project-level and cumulative off-site construction (human annoyance) vibration
8 (construction vehicles) impacts. The applicant has also submitted a preliminary Construction
9 Management Plan that provides information on how the project management team will
10 implement and perform its site management responsibilities during the course of construction.
11 The ZMA will not be detrimental to the public interest, health, safety, convenience, or welfare
12 of the City.

13
14
15 **3. The proposed amendment is in compliance with the provisions of the California
16 Environmental Quality Act (CEQA).**

17 An Environmental Impact Report (EIR) was prepared in accordance with the California
18 Environmental Quality Act (CEQA). Pursuant to the provision of CEQA Guidelines Section
19 15082, the City circulated a Notice of Preparation of an Environmental Impact Report and
20 Community Meeting/EIR Scoping Meeting (NOP) to State, regional, and local agencies, and
21 members of the public. Based on comments a Draft EIR was prepared and circulated. A Final
22 EIR has been prepared and includes responses to comments (Attachment No. 6). Studies were
23 completed for Air Quality and Greenhouse Gas Emissions, Historical Report, Archaeological
24 Resources, Energy, Geotechnical, Paleontological Resources, Hydrology, Noise,
25 Transportation Impact Study, Tribal Cultural Resources and Water Supply. Mitigation
26 measures have been incorporated into the project's design. Mitigation Measures include
27 mitigations for Air Quality, Cultural Resources, Geology and Soils, Hazards and Hazardous
28 Materials, Noise, and Tribal Cultural Resources. With the inclusion of these mitigation
29 measures impacts on the environment are reduced to a less than significant level, with the
exception of Project-level and cumulative air quality impacts during construction, Project-level
and cumulative on-site construction noise, cumulative offsite construction noise (construction
vehicles), and Project-level and cumulative off-site construction (human annoyance) vibration
(construction vehicles) impacts. As these impacts are significant impacts that cannot be
mitigated, a Statement of Overriding Considerations has been prepared. Conditions of
Approval require that the Applicant implement the Mitigation Measures as contained in the
Mitigation Monitoring Program.

30
31 **As outlined in CCMC Section 17.620.030.B, the following additional required finding for
32 a Zoning Code Map Amendment is hereby made:**

33
34 **4. The site(s) is physically suitable (including access, provision of utilities, compatibility
35 with adjoining land uses and absence of physical constraints) for the requested zoning
36 designation(s) and anticipated land use development.**

37 The site is currently fully improved with warehouse uses and surface parking lot. The proposed
38 office development consists of a total of 167,000 square feet of floor area and three levels of
39

1 subterranean parking of 478 parking spaces and 51 bicycle parking spaces, and associated
2 site improvements. The Culver City site is 1.63 acres and flat in topography. It is located along
3 two designated primary arterials (per the Circulation Element), Washington Boulevard and
4 National Boulevard. The site is primarily surrounded by commercial, mixed-use, residential and
5 office uses. The Project will result in the redevelopment of an underutilized site, with the office
6 use consistent with the General Plan and proposed Comprehensive Plan zoning. The General
7 Plan land use designation of General Corridor allows the proposed office use. Access
8 (pedestrian and vehicular) is provided from the streetscape network and driveways meeting
9 the minimum Zoning Code standards, from the various public right-of ways surrounding the
10 site. Existing utilities will be removed, and new utilities will be provided in a manner and location
11 that will accommodate the anticipated land use development. As the site is relatively large and
12 flat, the site is absent of constraints for development. Based on review of the proposed
13 comprehensive plan, the subject site is suitable for the requested zoning designation and
14 anticipated land use development.

15 The development proposal has been reviewed by City departments including the Public Works
16 Department, Fire Department, and the Building Safety Department. All necessary utilities are
17 provided and there are no physical constraints to the proposed development.

18 **Comprehensive Plan for Planned Development Zoning District No. 17:**

19 As outlined in CCMC Title 17, Section 17.560.020, the following required findings for a
20 Comprehensive Plan are hereby made:

21 **A. The proposed Comprehensive Plan can be substantially completed within four
22 years.**

23 The Project is planned and scheduled to be completed within three and a half years.
24 The Applicant will construct the Culver City portion (Building 1) in the first phase.
25 Construction is expected to begin in 2023 with full build-out and occupancy in 2025 for
26 Building 1 (Culver City) with construction ending on Building 2 (Los Angeles) in April of
27 2026.

28 **B. The proposed development is capable of creating an environment of sustained
29 desirability and stability or adequate assurance will be provided such objective
will be attained.**

The Project's office land use, architecture, streetscape and addition of the Washington
Parklet all contribute to a desirable and stable environment that will be consistent with
the surrounding urban and pedestrian-oriented area.

The proposal's landscape and streetscape design are key elements that help promote
a more livable, accessible, and vibrant neighborhood. The Project site plan strives to
create an environment that is pedestrian-oriented. Streetscape improvements around
the Project site are intended to promote area revitalization through the implementation
of pedestrian-friendly streetscape enhancements including canopy street trees, short-

1 term bicycle parking, enhanced paving areas, decorative lighting, landscape planters
2 and seating areas at the building entrance. The project includes a private, publicly
3 accessible pocket park on the Washington Blvd frontage that will provide a gathering
4 place for office tenants and those that live or work in the neighborhood.

5 The Project site plan focuses on sustainability within an urban environment. Low Impact
6 Development (LID) and SUSMP element will be part of the Project. The Project site plan
7 is designed to promote the use of the E Line Metro light rail transit, buses, shuttles and
8 other modes of travel.

9 **C. The proposed uses will not be substantially detrimental to present and potential
10 surrounding uses but will have a beneficial effect.**

11 A mix of office/retail, transportation, mixed use (including residential), light industrial and
12 commercial uses currently surround the Project site, including the Metro station, Access
13 Culver City mixed use development, Platform office/retail development, Ivy Station
14 mixed use development, the Helms Bakery Complex, warehousing and distribution
15 facilities, and various other retail and office establishments. The Project site is currently
16 underutilized with two one-story warehouse buildings totaling 18,821 square feet and a
17 surface parking lot fronting National Blvd and Washington Blvd as well as other one-
18 story buildings located in the City of Los Angeles. The proposed Project will have a
19 beneficial effect by providing creative office space, a pedestrian friendly public open
20 spaces, and an enhanced streetscape along National and Washington Boulevards. The
21 Project is beneficial and complimentary to adjacent TOD projects and will provide
22 economic, cultural, and recreational, benefits to the nearby neighborhoods including the
23 Hayden Tract, Helms Bakery Complex, East Washington area, and Downtown Culver.

24 **D. The streets and thoroughfares serving the development are suitable and adequate
25 to carry anticipated traffic and the development will not generate traffic that will
26 overload the adjacent street network.**

27 A transportation impact study for the Project was prepared and finalized in July of 2022.
28 The transportation impact study determined that impacts related to transportation would
29 be less than significant per CEQA requirements. The study did identify Project Design
Features, including the following.

- **PDF-1: Construction Management Plan.** A Final Construction Management Plan (FCMP) will be prepared by the Project contractor in consultation with the Project's traffic and/or civil engineer.
- **PDF-2: Transportation Demand Management (TDM) Program.** The Project will implement TDM measures subject to City review and approval prior to issuance of the first temporary Certificate of Occupancy (TCO) for the Project in order to reduce drive-alone vehicle trips to/from the Project Site.

1 The subject property is served by National Boulevard and Washington Boulevard, two
2 primary arterials in the City of Culver City and Venice Boulevard an Arterial-Boulevard II
3 in the City of Los Angeles. The proposed Comprehensive Plan is in compliance with the
4 California Environmental Quality Act (CEQA) as more fully detailed in the Project's
5 Environmental Impact Report (EIR) and Transportation Impact Analysis (TIA) appendix.
6 The TIA was performed using vehicle miles traveled (VMT). The following summarizes
7 the results of this analysis:

- 8 • The Project would involve the demolition of 105,047 sf of warehouse, office and
9 retail space and involves the development of two adjacent parcels, one in the City
10 of Culver City and the other in the City of Los Angeles. The Project will construct
11 two, four- to five-story buildings that would provide a total of 536,000 square feet
12 (sf) of new office floor area, which is intended to be occupied by Apple, Inc. The
13 three Project driveways would be located on Venice Boulevard, National
14 Boulevard, and Washington Boulevard.
- 15 • Based on the TSCG, the Project is screened from having to conduct VMT impact
16 analysis and is presumed to have a less than significant impact on VMT as it is
17 located less than 600 feet from the Metro E Line Culver City Station, well within
18 the ½ mile from a key TPA as identified in Threshold 2. Therefore, a less than
19 significant impact is presumed. However, the Project proposes voluntary TDM
20 measures which would reduce Project traffic.
- 21 • The Project features, location, and design would be consistent with both City's
22 plans, programs, ordinances, and policies that support alternative transportation
23 and have been adopted to protect the environment. Therefore, the Project would
24 have a less than significant impact on both City's transportation-related plans,
25 programs, ordinances, and policies.
- 26 • The Project is not projected to substantially increase hazards, conflicts, or
27 preclude City action to fulfill or implement projects associated with surrounding
28 transportation networks and will contribute to overall walkability through
29 enhancements to the Project site and streetscape. Therefore, the Project is
30 expected to have a less than significant impact.
- 31 • Based on guidance from the LA TAG, the addition of Project traffic under all three
32 analysis scenarios is not projected to cause or add to a queue extending onto the
33 freeway mainline by less than two car lengths. Therefore, the Project is expected
34 to cause a less than significant safety impact.
- 35 • The Project would generate an estimated 403 trips (352 inbound/51 outbound) in
36 the AM peak hour and 412 trips (64 inbound/348 trips outbound) in the PM peak
37 hour.

- The LOS analysis for the Existing plus Project, Future Year plus Project, and Horizon Year plus Project scenarios determined that the proposed Project would result in LOS E/F conditions at several intersections selected for analysis.
- The street segment analysis for the Existing plus Project, Future Year plus Project, and Future plus Project scenarios determined that the proposed Project would not result in TSCG/LA TAG significant project conditions along street segments selected for analysis.
- The Project would generate 150 new transit trips in the AM peak hour and 155 new transit trips in the PM peak hour. The Project is estimated to add fewer than 20 riders in each peak hour and no transit line would see boardings representing more than 30% of peak hour transit vehicle capacity.
- Metro Line 33 may incur substantial additional delay on Venice Boulevard in the future based on increased traffic congestion and additional delay related to Project trips; the Los Angeles Mobility Plan 2035 identifies the Venice corridor as part of the Transit Enhanced Network which would add bus-only lanes throughout, and therefore resolve the potential increase in transit delay. All other routes in the project area primarily travel on other streets, and bus routes utilizing Washington Boulevard have the advantage of the MOVE Culver City mobility lanes which separate and prioritize buses through the study area.
- The Project would not worsen any hazardous conditions for transit operations.

E. The proposed development is compatible with the surrounding area.

The surrounding area is comprised of commercial, mixed-use, residential and office development. Residential neighborhoods are located around the Project site. The Project will result in the redevelopment of a low intensity site, with the office use consistent with the General Plan and proposed Comprehensive Plan zoning. The General Plan land use designation of General Corridor allows the proposed office use. Access (pedestrian and vehicular) is provided from the streetscape network and driveways meeting the minimum Zoning Code standards, from the various public right-of ways surrounding the site. Existing utilities will be removed, and new utilities will be provided in a manner and location that will accommodate the anticipated land use development. As the site is relatively large and flat, the site is absent of constraints for development. Based on review of the proposed comprehensive plan, the subject site is suitable for the requested zoning designation and anticipated land use development.

F. The types and locations of any proposed commercial development can be economically justified.

The proposal is to allow office use designed to accommodate creative office uses and could include associated production spaces for multi-media content creation and capture. The total building proposed is 536,000 square feet, with 167,000 square feet

1 located in Culver City and 369,000 square feet in Los Angeles. The proposed office
2 development is located close proximity to residential uses, arterials and the Santa
3 Monica Freeway for vehicular access, the E Line Culver City Station for the Metro light
4 rail, as well as other transit options including Culver City buses.

5 **G. The Comprehensive Plan is in conformance with the General Plan, or a concurrent**
6 **General Plan amendment is in process.**

7 The proposed Comprehensive Plan is in conformance with the goals, policies, and
8 strategies of the General Plan. Specifically, the Comprehensive Plan is consistent with
9 the sites General Plan Land Use “General Corridor” commercial designation. The
10 proposed project requires a Zoning Map Amendment (ZMA) to change the subject
11 property zoning designation from Industrial General (IG) to Planned Development (PD).
12 Properties located within the PD zone require a Comprehensive Plan as part of the
13 entitlement submittal. A Comprehensive Plan establishes development standards,
14 permitted uses and a conceptual development plan for construction. The proposed
15 project requiring the ZMA provides a standards and design for a new multi-story office
16 development. The proposed ZMA would allow for revitalization of the underutilized site
17 on primary arterials (Washington and National Boulevards) and in close proximity to a
18 Metro station.

19 The proposed zone change furthers Objectives 5, 6, 9, and 12 of the General Plan Land
20 Use Element by establishing development standards that would provide pedestrian
21 environments, promote economic vitality with, allow for creative office type uses,
22 enhance visual quality by utilizing sustainable urban design principles and providing
23 streetscape improvements along commercial corridors. The proposed ZMA therefore is
24 in compliance with the following Objectives and Policies of the Land Use Element of the
25 General Plan.

26 Objective 5. Economic Diversity. Encourage new business opportunities that expand
27 Culver City’s economic base and serve the needs of the City’s residential and business
28 community.

29 Policy 5.H Encourage and support entertainment and media businesses by
promoting Culver City’s image as the “Heart of Screenland”.

Objective 6. Commercial Corridors. Revitalize the physical character and economic well
being of the City’s commercial corridors.

Policy 6.A Encourage revitalization of commercial corridors in the City through new
development and renovation of existing structures with incentives which address
development standards and the project approval process.

Objective 9. Studio Image. Encourage and support entertainment and media businesses
by promoting Culver City’s image as the “Heart of Screenland”.

1 Policy 9.B Continue to allow studio and studio-related uses in areas designated for
2 certain commercial and industrial uses.

3 Objective 12. Urban Design. Ensure that new construction and renovation of existing
4 residential and non-residential buildings and streetscapes are accomplished with the
5 highest quality architectural and site design.

6 Policy 4.B consistent neighborhood development standards.

7 Policy 6.I revitalization of commercial corridors.

8 Policy 10.A – Policy 10.L streetscape and urban design improvements.

9 **H. Any exception from the standards and requirements of this Title is warranted by
10 the design and amenities incorporated in the Comprehensive Plan and is desired
11 by the Council.**

12 No exceptions to the standards and requirements of the City's Zoning Code have been
13 requested for this Project.

14 **I. Existing and proposed utility services are adequate for the proposed uses.**

15 Review of the Project by the City's Public Works Department has determined that the
16 proposed utility services and existing utilities that will serve the site are adequate for the
17 proposed uses.

18 **J. The Comprehensive Plan has complied with all applicable City requirements.**

19 The Comprehensive Plan has been prepared in conformance with the Culver City
20 Municipal Code, including the Zoning and Building Codes. This includes submission
21 and review of a proposed site plan and uses; preliminary building plans; landscaping,
22 and lighting; and civil engineering plans. Review by City departments of these plans
23 has determined that the Comprehensive Plan is in compliance with all applicable City
24 requirements.

25 SECTION 2. Pursuant to the foregoing recitations and findings, the Planning
26 Commission of the City of Culver City, California, hereby recommends to the City Council
27 approval of Zoning Map Amendment P2022-0144-ZMA and Comprehensive Plan, P2022-
28 0144-CP.
29

1 APPROVED and ADOPTED this 9th day of November 2022.

2
3
4 _____
5 NANCY BARBA, CHAIRPERSON
6 PLANNING COMMISSION
7 CITY OF CULVER CITY, CALIFORNIA

8 Attested by:

9
10 _____
11 Ruth Martin del Campo, Administrative Clerk
12

13 **EXHIBIT A**
14 **Zoning Amendment Map**

15
16 **EXHIBIT B**
17 **Standard and Special Conditions of Approval**
18

19
20 **EXHIBIT C**
21 **Standard Code Conditions of Approval**
22

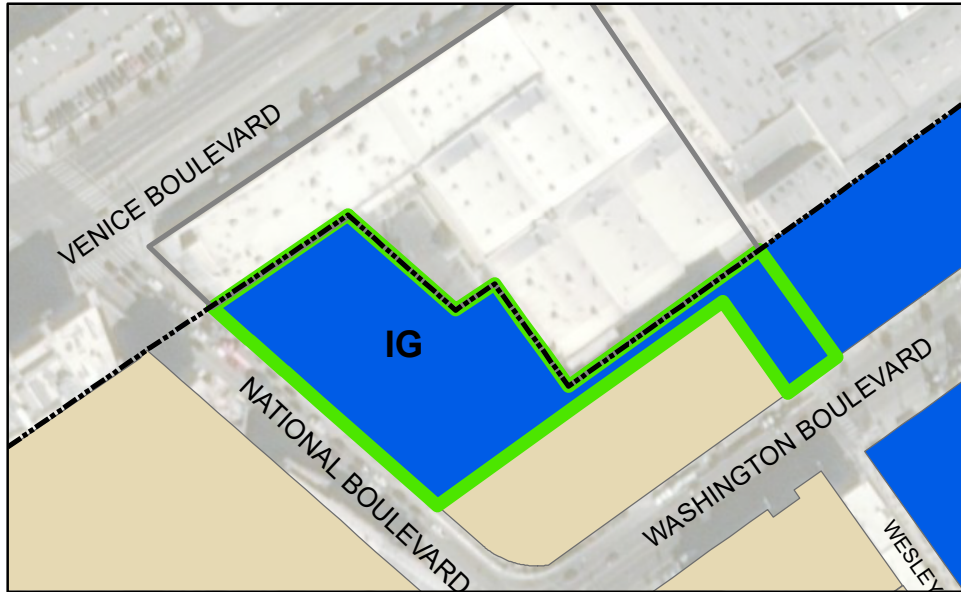
Exhibit A

Resolution No. 2022-P020

Crossings Campus Zoning Map Amendment (ZMA P2022-0144)

8833 National Boulevard (Formerly 8825)

Existing Zoning (Industrial General)

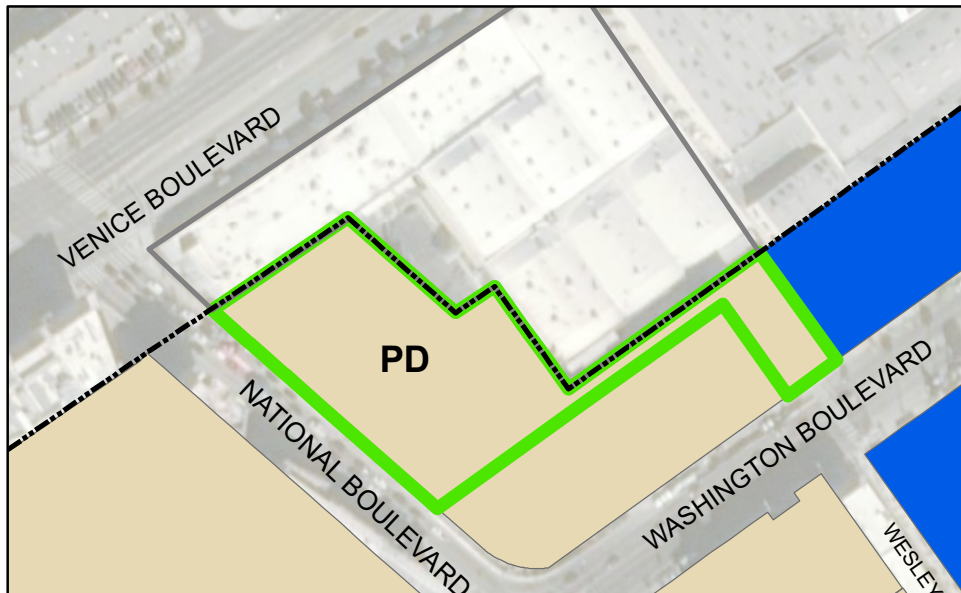


Culver City Zoning

- Commercial Community
- Commercial Downtown
- Commercial General
- Commercial Neighborhood
- Commercial Regional Business Park
- Commercial Regional Retail
- Cemetery
- Industrial General
- Industrial Light
- Open Space
- Planned Development
- Residential Single Family
- Residential Two Family
- Residential Three Family
- Residential High Density Multiple
- Residential Low Density Multiple
- Residential Medium Density Multiple
- Studio
- Transportation

- Project Site (within Culver City)
- City Boundary
- Project Site (outside City boundaries)

Proposed Zoning (Planned Development)



Culver City Zoning

- Commercial Community
- Commercial Downtown
- Commercial General
- Commercial Neighborhood
- Commercial Regional Business Park
- Commercial Regional Retail
- Cemetery
- Industrial General
- Industrial Light
- Open Space
- Planned Development
- Residential Single Family
- Residential Two Family
- Residential Three Family
- Residential High Density Multiple
- Residential Low Density Multiple
- Residential Medium Density Multiple
- Studio
- Transportation

- Project Site (within Culver City)
- City Boundary
- Project Site (outside City boundaries)

EXHIBIT B
 RESOLUTION NO. 2022-P020
 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National 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/ Current Planning	Standard	
2.	At the sole cost and expense of the Property Owner, any curbs, gutters, sidewalks, street lights, street light wires and conduits, traffic signal equipment, street pavement, and any other City infrastructure which are damaged or broken from construction of the Project shall be repaired and reconstructed in conformity with APWA Standards and to the satisfaction of the City Engineer.	Public Works	Standard	
3.	The project shall be subject to Holiday Moratorium dates as required by the December 17, 2009 Public Works/Engineering Holiday Slowdown Policy memo, in which work in the public right-of-way is restricted or prohibited on certain days in November and December.	Public Works	Standard	
4.	Fire sprinkler main lines shall not be allowed to discharge into the public right-of-way, and they shall discharge into the sanitary sewer system.	Public Works	Standard	
5.	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	

EXHIBIT B
 RESOLUTION NO. 2022-P020
 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
	<p>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.</p>			
6.	<p>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.</p>	Public Works	Standard	
7.	<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>	Trans., <u>Public</u> Works, Current Planning	Standard	

EXHIBIT B
 RESOLUTION NO. 2022-P020
 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
	<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> <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</p>			

EXHIBIT B
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 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
GENERAL				
	<p>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> <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 consistent with City mobility measures which may be adopted by Planning Commission.</p> <p>10. TAP Cards – The Project will subsidize the purchase of up to 668 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 668 employee 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>			
8.	<p>An operational plan for the shuttle operation including a map identifying the and stop locations shall be provided at the time of plan check submittal.</p>	Trans./ Current Planning	Special	

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GENERAL				
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.	The land use permit to which the Project Conditions of Approval apply (the "Land Use Permit") shall expire four (4) years from the date of final approval of said Land Use Permit, if the use has not been exercised. As provided in CCMC Section 17.595.030 – "Time Limits and Extensions", an applicant may request an extension of said expiration date by filing a written request with the Current Planning Division prior to the expiration of the land use permit.	Current Planning	Special	

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13.	The Project has approval to extend construction hours to 7:00 am to 8:00 pm. The City may impose additional measures on the extended construction hours approval should the City determine it is necessary. These additional measures may include, but are not limited to, construction signage informing the public of extended constructions hours, increase sound attenuation, and added traffic control construction personnel.	Current Planning, Building, Public Works	Special	
14.	The hours of operation for the Washington Pocket Park shall be similar to the office hours of the office building. Special hours or events outside of established operating hours shall be approved per the temporary use section of the Culver City Municipal Code Zoning Code (Chapter 17.520).	Current Planning	Special	
15.	A Parking and Valet Operations Plan shall be submitted to the City for review and approval. Managed parking and valet operations are required during business hours of the office use. After valet hours, keys will be kept locked in the lobby for any employees leaving after normal business hours.	Current Planning	Special	
16.	Prior to occupancy of the Building by any tenant, a signed contract with a valet operator is required for parking lot operations.	Current Planning	Special	
17.	A Master Sign Program shall be approved prior to the issuance of a building permit. Signs proposed for the Project shall meet all applicable requirements of CCMC Chapter 17.330 - "Signs". All signs require a separate permit and approval and shall be subject to a Master Sign Program approval.	Current Planning	Special	
18.	The overall construction submittal documents shall indicate any construction staging areas proposed. The C.C. Public Works Dept./ Engineering Division	Building	Special	

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	will require a separate permit for the temporary use of any City right of way.			
19.	Projects shall be reviewed under the building code edition adopted when Building and Safety receives an application, plan check fees paid, with associated complete plan and supporting documentation set. Submittal on or after January 1, 2022 are to comply with the 2023 Building Standards Code with local amendments which MAY include a reach code for electric only buildings.	Building	Special	
20.	CoA: Parking for ADA Electric Vehicle associated code requirements are distinctly separate from ADA parking stall code requirements, there is no double dipping.	Building	Special	
21.	Micro piles require an alternate method and material approval.	Building	Special	
22.	Code: Submittals prior to January 1, 2023 to comply with new 2019 California Codes with Culver City Amendments. Submittals on and after January 1, 2023. Building Standards Code with local amendments which MAY include a reach code for electric only buildings.	Building	Special	
23.	Please note that the City is in the process conducting a study to update City's TDM ordinance and create a citywide TDM program. The applicant will need to comply with the future TDM ordinance. It is recommended that the project incorporate the following TDM measures in addition to what is already proposed in the Mobility Plan and reflect all TDM-related amenities improvements on the site plan. A. Amenity Improvements for Alternative Modes of Transportation in addition to CCMC requirements. The project will work with Transportation Department on providing the following	Trans.	Special	

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	<p>amenities for alternative modes of transportation in addition to CCMC requirements:</p> <ol style="list-style-type: none"> 1) An on-site bicycle tool and repair stand. 2) Free on-site shared bicycles. 3) Establish priority parking for carpool, vanpool, and clean-air vehicles. 4) Install wayfinding signage for all modes of transportation, including signage for transportation amenities at/adjacent/near the Project, such as the E line station, nearby bus stops, bike parking, etc. 5) Provide amenities such as shower and changing room for employees who bike or walk to work. 6) Establish public-accessible parking for shared micromobility devices (e.g., bikeshare and scooter share systems.) <p>B. TDM Trip Reduction Program The applicant shall work with the Transportation Department to create, finalize, and implement a Transportation Demand Management/ Commute Trip Reduction Program (Trip Reduction Program), in addition to the CCMC requirements and the amenity improvements listed in comment 5.A. The Trip Reduction Program shall include measures to reduce vehicular trips and air emissions related to the Project. The Trip Reduction Program shall include all of the standard employee commute trip reduction methods including, but not limited to, the following:</p> <ol style="list-style-type: none"> 1) New employee orientation 2) Annual employee orientation 3) An automated website with multimode travel information and trip reduction programs that are available to the employees 			

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	<p>4) Commuter matching services</p> <p>5) Promotion of flexible/alternative work schedules</p> <p>6) Bike- and walk-to-work promotions</p> <p>7) Implementation of a transit pass discount program for Project users.</p> <p>8) Set up a monitoring program with AVR goals to achieve.</p> <p>9) Conduct annual TDM surveys.</p> <p>10) Conduct developer lookback study (traffic counts at project entrances and exits) one year after the issuance of the certificate of occupancy to collect and analyze data on the actual vehicular trips to/from the site.</p> <p>11) Designate an on-site TDM coordinator who will serve as the coordinator (Program Coordinator) of this Trip Reduction Program. The Program Coordinator shall submit annual reports to the Transportation Department with information of the implemented TDM Program, results of annual TDM surveys, and analysis of program effectiveness and suggested revisions. Transportation Department will review and confer with the TDM coordinator to develop program revisions, as necessary, to attain trip reductions. The TDM coordinator shall also work with the City to implement measures from City's future City-wide TDM Program.</p> <p>12) Participate in the future Transportation Management Organization</p> <p>13) Establish a parking cash-out program. This strategy complements the discounted transit</p>			

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	<p>pass program and should be in addition to the transit pass incentive.</p> <p>14) Work with City to establish and implement a marketing plan on the available alternative mobility options (transit service, bikeshare/bike routes, carshare, e-scooter share, etc.) to employees</p> <ul style="list-style-type: none"> i. Provide transit/bike/new mobility information kiosk(s) (This is also required by City's TDM Ordinance) ii. Promote the sale of transit/bikeshare/new mobility passes iii. Provide and update regularly the transit/bikeshare/new mobility information displayed at the kiosk(s), on the project web page, and to employees. <p>15) Personalized commute assistance offered by on-site TDM coordinator</p> <p>16) Create Vanpool Programs for employees or participate in the region's vanpool programs.</p> <p>17) Provide guaranteed ride home to employees who make use of alternative modes of transportation to commute to work.</p> <p>18) Create financial incentive programs for employees who make use of alternative modes of transportation to commute to work:</p>			

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24.	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	
25.	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	
26.	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.</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</p>			

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	<p>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>			

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	<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> <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 style="padding-left: 20px;">i Foundation Shoring Plan demonstrating use of noise dampening design methods.</p> <p style="padding-left: 20px;">ii Construction Rules Sign that includes contact names and telephone numbers.</p> <p style="padding-left: 20px;">iii Daily maintenance of construction site.</p>			

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	<ul style="list-style-type: none"> iv Dust control by regular watering. v Construction worker and contractor offsite parking. vi Staging and storage of construction equipment on-site only. vii Compliance with noise standards. f. <u>Foundation shoring and/or foundation piles.</u> When foundation shoring and/or foundation piles will be part of the Project, the engineer of record shall specify use of noise dampening measures such as the drilling of shoring supports and piles as determined by the Building Official and Current Planning Manager, which shall be incorporated in project plans. 			
27.	<p>A Comprehensive Construction Management Plan (CMP) shall be submitted to Building & Safety as part of the Demolition Permit plan check approval process. The CMP shall be approved prior to issuance of the Demolition Permit. The comprehensive CMP shall include all plans specified in the conditions of approval, such as Pedestrian Protection Plan, Construction Traffic Management Plan, vector/pest control abatement plan, demolition debris recycling plan, and foundation shoring and/or foundation piles. In addition, the plan will identify the areas of construction staging, worker parking locations, temporary power, portable toilet, and trash and material storage locations.</p>	Public Works	Special	

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28.	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	
29.	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	
30.	<p>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.</p> <p>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.</p>	All Depts	Standard	
31.	All mechanical equipment, loading docks and trash facilities shall be screened from public view per CCMC 17.300.035. Methods of screening shall be shown on the construction plans.	Current Planning	Special	

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32.	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. The long-term bicycle parking is approved for the 1st level of the underground parking structure, as indicated in the Comprehensive Plan (Section 4.3).	Current Planning	Special	
33.	The short-term spaces shall utilize seventeen (17) "Inverted - U" bicycle racks or similar. The short-term bicycle parking spaces shall be provided within the Washington Parklet, per the approved Comprehensive Plan.	Current Planning	Special	
34.	The development plans shall provide detailed information on the type of all bicycle parking provided, and detailed dimensions of the paths of travel/aisle widths, and the widths of maneuvering areas and clearances within the bicycle parking areas. Bicycle parking shall be installed only on all-weather surfaces.	Current Planning	Special	
35.	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	Current Planning	Special	

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	Professional (APBP) recommended Bicycle Parking Guidelines, 2nd Edition.			
36.	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.	Current Planning	Special	
37.	All bicycle parking required above, shall be installed, maintained, and managed by the developer or their successors, and approved prior to issuance of any Certificate of Occupancy.	Current Planning	Special	
38.	The project site is located within the Washington National Transit Oriented District (TOD) Streetscape Plan. The plans indicated in the Comprehensive Plan indicate short-term bicycle parking, enhanced paving areas decorative lighting, landscape planters and seating areas at the building entrance. The applicant shall continue to work with Staff to further refine the streetscape plan to be consistent with the TOD streetscape plan.	Current Planning	Special	
39.	Provide a screened fence all sides of the property during construction. During construction any violations of the project conditions of approval may result in administrative assessments and/ or general stop work orders. Any type of damage to any adjacent property or any part of the City right of way will result in a general stop work order. A careful, detailed photo documentation of neighboring properties is required prior to the start of any major construction activities, provide a digital copy of photos to Building Safety.	Building	Special	

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40.	A pre-construction coordination meeting shall be held in City Hall including the on-site field superintendent and City staff, prior to the start of major construction activities. Whoever will be the on-site field superintendent MUST attend the construction kick-off meeting. The pre-construction meeting is to take place prior to ANY permit issuance where the drawings are substantially complete.	Building	Special	
41.	A full comprehensive code analysis shall be part of the plan check submittal set. It shall include but not limited to: means of egress plan, fire rated wall protection plan, accessible plan, exterior opening area analysis, energy analysis, parking analysis, CALGreen checklist, commercial plumbing fixture count analysis, allowable height and area analysis.	Building	Special	
42.	A soils report shall be submitted with the building permit application and a soils report shall also be submitted with the shoring permit application. Due to the high water table the soils report will be reviewed during the plan review process by the City's third party consultant. Contact Building Safety for a fee estimate.	Building	Special	
43.	An agreement in concept of cross jurisdictional issues shall be in place prior to permit submittal.	Building	Special	
44.	All cross jurisdictional issues and agreements, code modifications, alternate methods of materials shall be in place and approved by both jurisdictions having authority prior to permit issuance.	Building	Special	
45.	On-site improvement plans prepared by a civil engineer registered in the State of California	Public Works	Special	

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	shall be submitted to the Engineering Division for review, approval and permitting. Among other things, the on-site improvement plans shall include detailed on-site drainage and grading of the site indicated by topographical lines and spot elevations. This plan shall be approved for on-site construction only.			
46.	A final hydrology and hydraulics report shall be submitted to the City Engineer as part of the grading plan for review and approval. The 25-year storm frequency (i.e., urban flood) shall be used for the design of the on-site conveyance facilities, as the existing site is neither a natural watercourse nor a natural sump.	Public Works	Special	
47.	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	Special	
48.	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	Public Works	Special	

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	parkway area and raised medians shall be included in the street improvement plans.			
49.	Applicant shall pay an initial plan check fee in the amount of \$750.00 each upon submittal of the on-site Improvement and off-site Improvement plans for review. Additional plan check and permit fees will be determined per the Engineering Division’s Schedule of Fees and Charges.	Public Works	Special	
50.	Concurrent with the submittal of the on-site improvement plan, a Standard Urban Stormwater Mitigation Plan (SUSMP) shall be submitted for review and approval by the City Engineer as outlined in CCMC Chapter 5.05. The SUSMP shall be developed and implemented in accordance with the requirements of the Los Angeles County Municipal Stormwater National Pollution Discharge Elimination System (NPDES) Permit No. CAS614001 (Order No. 01-182). The SUSMP shall provide Best Management Practices (BMP’s) that adequately address the pollutants generated during the post-construction stage and shall be designed for filtration, infiltration and retention for the first 1.1” of rainfall. The site improvement plans shall note the contractor shall comply with the “California Stormwater Best Management Practice Handbooks”. The Site Improvement Plans shall not be accepted for review unless the SUSMP is included in the submittal package, including the plan check fee associated with the SUSMP. Said SUSMP shall be used to guide the “Conceptual – Not For Construction” Post Development Hydrology / SUSMP Map. The approval of the SUSMP is required prior to issuance of the Site Improvement Plan. The SUSMP shall cover the new building and parking lot. The	Public Works	Special	

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	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.			
51.	This project proposes to redevelopment property that exceeds one acre. Therefore, prior to the issuance of Grading or Building Permits, proof of obtaining a General Construction Activities NPDES Permit from the State Water Resources Control Board via a Waste Discharger Identification (WDID) number shall be submitted. This will include the filing of a Notice of Intent (NOI) and Stormwater Pollution Prevention Plan (SWPPP) with the State. A copy of the SWPPP and WDID shall be provided to the Engineering Division prior to the approval of the LSWPPP.	Public Works	Special	
52.	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	Special	
53.	Drainage devices, concrete curb and gutter, sidewalk, and drive approach, roadway pavement shall be designed to the latest edition of the American Public Works Association (APWA) Standard Plans.	Public Works	Special	
54.	All staging and storage of construction equipment and materials, including the construction dumpster, shall be on-site only. The applicant shall obtain written permission from adjacent property owners for any	Public Works	Special	

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	construction staging occurring on adjacent property.			
55.	Prior to the commencement of any excavation, the applicant shall install a temporary construction fence around the site. The height and fence material are subject to approval by the City Engineer.	Public Works	Special	
56.	The construction contractor shall advise the Public Works inspector of the schedule and shall meet with the inspector prior to commencement of work.	Public Works	Special	
57.	Due to the change of use and increased density, this project is subject to the City's Sewer Facility Charge. This charge shall be paid prior to the issuance of any permit.	Public Works	Special	
58.	Prior to the issuance of a building permit, the applicant shall obtain the approval of the City's Environmental Programs and Operations Manager for the size, location, and type of equipment needed for the adequate storage and disposal of all solid and recyclable waste generated by the project.	Public Works	Special	
59.	Before street trees are removed, the applicant shall submit an arborist report which states whether or not a street tree would survive being transplanted. If street trees will not survive being transplanted, then it may be cut down and replaced at a 2:1 ratio.	Public Works	Special	
60.	Trash enclosure/room(s) shall be sized according to the projects trash demand per the approved Trash/Recycling/Organic Management Plan. All Trash enclosure/room(s) shall have a minimum 10 feet clear opening, 8" high x 6" wide concrete curbing along the interior wall, and drain inlets	Public Works	Special	

EXHIBIT B
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 8833 National Boulevard

NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
	directly connected to the private sanitary sewer system for maintenance purposes.			
61.	Project shall provide staging areas for trash bins collections on private property and shall be fully accessible by collection trucks or scout vehicles. Access driveways and drive aisles to the on-site staging area(s) or collection points shall provide adequate collection truck turning radius, overhead clearances for both traveling height and operational overhead height, 14 feet and 20 feet, respectively.	Public Works	Special	
62.	Waste Plan must be reviewed and approved by Environmental Programs and Operations Division prior to any Current Planning Division Entitlement approval.	Public Works	Special	
63.	The applicant shall include green street features along the National frontage of the project and integrate with any required on-site LID installations, in accordance with the City's Stormwater Quality Master Plan.	Public Works	Special	
64.	Any construction work in the public right-of-way requires the issuance of an encroachment permit from the Public Works Department including a traffic control plan consistent with the CA MUTCD.	Traffic	Special	
65.	Provide truck turning templates for ingress/egress along National Blvd.	Traffic	Special	
66.	The Washington Blvd entrance shall be used for emergency use only.	Traffic	Special	
67.	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	Fire	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
	Double Detector Check Assembly (DDCA) shall be located as required by GSW.			
68.	Location of the Fire Department fire sprinkler connection (FDC) shall be approved by the Fire Marshal. Culver City Fire Department requires each FDC to be within 150 feet of a public fire hydrant. A new fire hydrant may be required to meet this requirement.	Fire	Special	
69.	A site plan is required and must include the square footage and construction type of the buildings to determine fire flow and hydrant location requirements (CFC 903.3).	Fire	Special	
70.	Hydrants shall be provided in the quantity and at the spacing prescribed in the 2016 CFC Appendix B. Please show the location of all hydrants within 300 feet of the property.	Fire	Special	
71.	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.	Fire	Special	
72.	Trash areas within five feet of the building shall be protected by fire sprinklers.	Fire	Special	
73.	Fascia and tops of exterior walls shall be constructed of hard materials able to withstand the weight of firefighters and firefighting equipment. Contact CCFD for requirements. (No foam products shall be used.)	Fire	Special	
74.	Parapets in excess of 5 feet shall have catwalks and ladders.	Fire	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
75.	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.	Fire	Special	
76.	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.	Fire	Special	
77.	All floor levels below grade shall have a mechanical stand-alone manual smoke purge system installed in compliance with the requirements of Chapter 9 of the CA Building Code. Installation and material reviews by the Culver City Building Department. The engineering design of system shall be reviewed and approved by the Culver City Fire Department regarding the project.	Fire	Special	
78.	Substitute Festuca rubra (listed on p. 68) with another plant that has a lower water plant factor. Festuca rubra in Culver City has a high Wucols plant factor. Otherwise, a beautiful landscape plan.	Parks	Special	
79.	Final Landscape plan shall follow City's Landscape Guidelines, the City's Urban Forest Master Plan, and the City's Parkway Guidelines.	Parks	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO GRADING / BUILDING PERMIT ISSUANCE				
80.	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.	Trans.	Special	
81.	ART IN PUBLIC PLACES PROGRAM - This project is subject to the City's Art in Public Places Program (APPP) as outlined in CCMC 15.06 et seq. If the APPP allocation (1% of total Building Permit valuation for the project) is \$75,000 or more, the applicant has several options for fulfilling the APPP requirement including payment of an in-lieu fee to the Cultural Trust Fund prior to Building Permit issuance or commission of permanent art for the site.	Cultural Affairs	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
82.	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	
83.	During construction, the Property shall be maintained daily so that it is free of trash and litter.	Building	Standard	
84.	During construction, dust shall be controlled by regular watering or other methods as determined by the Building inspector.	Building/ Public Works	Standard	
85.	<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 Planning and Development Services 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	
86.	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	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
	approved by the City, and not in the surrounding neighborhood.	Public Works		
87.	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	
88.	Hours of construction shall be limited to the following: 7:00 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, as approved per the Extended Construction Hours entitlement. Dirt hauling and construction material deliveries or removal are prohibited during the morning (7:00 AM to 8:00 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	
89.	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	
90.	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	Building/ Current Planning	Standard	

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DURING CONSTRUCTION				
	<p>all such equipment shall have mufflers and sound control devices (i.e., intake silencers and noise shrouds) that are no less effective than those provided on the original equipment;</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>			
91.	<p>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</p>	Building/ Public Works	Standard	.

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DURING CONSTRUCTION				
	<p>peaks as determined by the Building Official and discontinued during second-stage smog alerts.</p> <p>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.</p>			
92.	Provide for construction worker and construction vehicle parking, all materials storage and staging areas, construction workers, construction vehicles, delivery trucks shall not park on any neighboring property, nor shall they park in front or behind of any neighboring property without C.C. Public Works Dept./ Engineering Division approval.	Building	Special	
93.	Construction hours shall be per the CCMC and/ or any more restrictive project specific requirements, and/or any Culver City Current Planning Division approved TUP. All concrete pours/ worker staging/ any on-site or off-site activity shall start and end within the allowed construction hours. No on-site or off-site staging activity or any activity of any kind is allowed outside of the allowed construction hours. Every effort shall be made to minimize noise on site, no music is allowed on site. Place a temporary construction sign during construction with the superintendents name and phone number, the contractors name and phone number, the allowed hours of	Building	Special	

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DURING CONSTRUCTION				
	construction, and the minimum safety gear mandatory for all staff on site; long pants, a shirt w/ sleeves, closed toe shoes, a hardhat, gloves and eye and ear protection as necessary. Submit the qualifications of any special inspectors to Building Safety in advance. Building Safety reserves the right to dismiss any special inspector at any time. During construction, have a predetermined location for the special inspection reports, engineer's reports, for easy access by the Building Safety staff.			
94.	All trucks driving to the jobsite shall obtain Culver City haul route permits, a copy of the approved haul route permit shall be kept in every vehicle traveling to the construction site, including supplier and delivery vehicles.	Building	Special	
95.	Culver City Building Safety reserves the right to adjust allowed construction staging areas during the course of the project, or to apply administrative assessments, or to post a general stop work notice for violations of any conditions of approval or any previously approved use of the City right of way.	Building	Special	
96.	Provide flag persons during any activity which might impact citizen's vehicles or pedestrians. The project is responsible for all trash generated during construction. Any graffiti shall be immediately painted over.	Building	Special	
97.	Flag persons with certified training shall be provided for work site traffic control to minimize impacts to traffic flow and to ensure the safe movement of vehicles into and out of the Project Site.	Public Works	Special	
98.	Construction vehicles shall not be permitted to stage or queue where they would interfere with vehicular and pedestrian traffic or block	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
DURING CONSTRUCTION				
	access to adjacent businesses. Off-site staging locations shall be approved by the City Engineer and be of sufficient length to accommodate large trucks without being unduly disruptive to traffic operations. The drivers of these trucks shall be in radio or phone communication with on-site personnel who shall advise the drivers when to proceed from the staging location to the site.			
99.	Construction-related vehicles shall not be permitted to park on public streets.	Public Works	Special	
100.	All work that will be done in the jurisdiction of the City of Los Angeles shall be coordinated with the Los Angeles Department of Transportation or other pertinent agencies.	Public Works	Special	
101.	During construction, pedestrian access along the project's frontage shall be maintained at all times.	Public Works	Special	
102.	If tie-backs are used in the public right-of-way, they shall be de-tensioned at 20 feet below grade and removed. Any soldier beams in the public right-of-way shall be removed up to 5 feet below grade.	Public Works	Special	
103.	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	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
104.	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 6/30/22 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	
105.	<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	
106.	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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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
107.	All signs and existing painted curb fronting the site shall be replaced and refreshed.	Public Works	Standard	
108.	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. Mobility Improvement Fees, as set forth in CCMC Section 15.06.500, et. seq. d. Affordable Housing Commercial Development Impact Fee, as set forth in CCMC Section 15.06.600, et. seq.	All	Standard	
109.	The applicant shall 2" grind and repave National Boulevard to the center of the street along the project's frontage. Pavement shall be rubberized asphalt. Lane line striping shall be restored to original configuration or according to the approved striping plan.	Public Works	Special	
110.	Prior to the issuance of any Certificate of Occupancy, all traffic related conditions must be installed and accepted by the appropriate City/County agencies.	Public Works	Special	
111.	All existing driveway approaches which will no longer be necessary shall be removed and reconstructed with full-height curb, gutter, and sidewalk.	Public Works	Special	
112.	Project shall remove and replace all existing sidewalk. All new sidewalks shall be ADA compliant.	Public Works	Special	
113.	All utility lines fronting the site shall be undergrounded by the applicant.	Public Works	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
114.	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	Special	
115.	Project will be required to place a pull box and conduit to connect to the project's proposed networking room for future Culver Connect fiber consideration. Pull box and conduit shall be on-site.	Public Works	Special	
116.	Applicant will be required to obtain a 6-foot easement for public sidewalk access within the private property on National Boulevard.	Public Works, Current Planning	Special	
117.	The project shall replace any parking meters, signs and posts, signal poles, and any other traffic and parking control devices within the public right-of-way if damaged by the project construction.	Traffic	Special	
118.	The project shall install a City approved battery backup system at the intersection of National Blvd and Ivy Station.	Traffic	Special	
119.	Project shall provide a traffic signal battery backup system (BBS) for the intersection of National Blvd and Ivy Station.	Traffic	Special	
120.	Provide addresses viewable from the public way.	Fire	Special	
121.	Provide Knox Box and/or Knox key switches. Motorized access gates to have 'Knox' key switch.	Fire	Special	
122.	Provide fire extinguishers, size, location and type shall be approved by Fire Marshal.	Fire	Special	
123.	Access for emergency fire and medical personnel: Concrete surfaces between the	Fire	Special	

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PRIOR TO CERTIFICATE OF OCCUPANCY OR FINAL INSPECTION				
	street and main entrance for each building shall be paved to allow the rolling of a medical gurney.			
124.	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	
125.	All emergency lights and exit lights shall have self -contained battery backup power.	Fire	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
126.	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 11/9/22, excepted as modified by these Conditions of Approval.	Current Planning	Standard	
127.	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	
128.	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	
129.	All graffiti shall be removed from the Property within 48 hours of its application.	All Depts	Standard	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
130.	The Property Owner shall maintain all street trees along the property frontage at his/her sole cost and expense.	Public Works	Standard	
131.	City Streetscape improvements shall be maintained by the project owner in perpetuity.	Public Works/ Current Planning	Standard	
132.	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 TOD Streetscape plan.	Current Planning	Standard	
133.	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	
134.	All Project related solid and recyclable waste material handling shall be in accordance with CCMC Section 5.01.010 – "Solid Waste Management", which outlines the Environmental Programs and Operation Division's exclusive franchise for services.	PW/EPO	Special	
135.	Project shall provide adequate trash, recycling, and organics waste capacity and comply with Assembly Bills 939, 1826 and 341, and SB1383 waste diversion goals and all City requirements.	PW/EPO	Special	
136.	An Affidavit for Acceptance of Conditions shall be executed by the Applicant/Property	Current Planning	Special	

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NO.	CONDITIONS OF APPROVAL	Agency	Source	Compliance Verification
ON-GOING				
	Owner and recorded in the County Recorder's Office, on a form provided by the Current Planning Division and in form and substance acceptable to the City Attorney and Planning and Development Services Director. The Project approvals shall not become operative if the Applicant/Property Owner fails to sign the affidavit.			
137.	A Public Open Space Covenant and Agreement shall be executed by the Applicant/Property Owner and recorded in the County Recorder's office, on a form provided by the Current Planning Division and in form and substance acceptable to the City Attorney and Planning and Development Services Director, requiring the Project public open space to be maintained in a clean and sanitary condition and open and available to the public as determined by the City for the life of the Project. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Current Planning Division.	Current Planning	Special	

GLOSSARY OF ABBREVIATIONS

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

EXHIBIT C
 STANDARD CODE REQUIREMENTS
 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National Boulevard

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.	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		
3.	The Project shall be developed pursuant to CCMC Chapter 17.300 – "General Property Development and Use Standards".	Current Planning		
4.	All planted areas on the Property shall be landscaped and irrigated pursuant to CCMC Chapter 17.310 - "Landscaping".	Current Planning		
5.	All parking areas on the Property shall be developed pursuant to CCMC Chapter 17.320 - "Off-Street Parking and Loading".	Current Planning		
6.	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		
7.	The Project applicant shall obtain all permits and licenses required in connection with the development or use of the Project.	All		
8.	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,	Public Works		

EXHIBIT C
 STANDARD CODE REQUIREMENTS
 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National Boulevard

NO.	CODE REQUIREMENTS	Agency	Code Compliance Verification	Check if Applicable
	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").			
9.	Any new utilities shall be placed underground or enclosed within the building construction; no new overhead utilities shall be permitted.	Public Works Current Planning		
10.	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		
11.	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		
12.	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		
13.	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.	Public Works		

EXHIBIT C
 STANDARD CODE REQUIREMENTS
 Case No. P2022-0144-ZMA and P2022-0144-CP
 8833 National Boulevard

NO.	CODE REQUIREMENTS	Agency	Code Compliance Verification	Check if Applicable
	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.			
14.	For sites greater than or equal to 1 acre, the applicant shall submit monthly SWPPP inspection reports to the City Engineer.	Public Works		
15.	All utility lines fronting the site shall be undergrounded by the applicant.	Public Works		
16.	The applicant shall give evidence of filing a Notice of Termination for SWPPP for projects greater than or equal to 1 acre.	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>