

Project Address	Accela Case No.	Case Planner	Look Back Condition	Look Back Timeframe	Agency	Condition Compliance Verification (Status and Date)	Notes
3920 Landmark and 8810-8850 Washington (Platform)	CP-P2012018 ZCMA-P2012020	SH	85. The Director, or his or her designee, shall conduct follow-up inspections on the design, operation and maintenance of the Project after full operation of the Project has commenced, as set forth in this Condition. A report on the Project traffic mitigations, on-site circulation, parking, project design, maintenance and operation shall be reviewed by the Planning Commission six months after occupancy of the Project. In the event the Project is not in full compliance with the approved Project plans, Project conditions of approval and approved Comprehensive Plan, the matter shall be set for Public Hearing pursuant to CCMC Chapter 17.660- Revocations and Modifications.	After full operation of the Project has commenced	Planning	This condition has not been completed - Inspections are ongoing. Report to Planning Commission pending completion parking study	Follow-up inspections conducted, feedback provided to owner
			90. Inspections of the on-site parking and valet parking operations shall be conducted by the Planning Manager and the City's Traffic Engineer at <b>6-month, 12-month, and 24-month periods after full operation of the Project</b> . Thereafter, follow-up inspections shall be conducted on a case by case basis as determined necessary by the City. If it is determined (i) that the number of on-site parking spaces is not sufficient to satisfy demand, or (ii) that the valet parking operations are not adequately serving the Project, or (iii) that the Project's parking facilities or operations are in any other way not fully and adequately serving the customers, patrons, employees, suppliers and contractors of the Project, then additional methods to provide fully adequate on-site parking shall be devised, such additional requirements shall be set forth in a revised valet parking plan acceptable to the City, and said plan shall be promptly and fully implemented. If fully adequate parking cannot be provided by the above methods, the demand for parking at the Project shall be reduced in a manner acceptable to the City (by, for example, reducing the amount of outdoor dining area, until the parking that can be provided will be adequate for the reduced demand.	6-month, 12-month, and 24-month periods after full operation of the Project. On a case by case basis thereafter, as determined necessary by the City.	Planning	This condition has not been completed - Pending completion of parking study	A parking demand study was submitted October, 2019 for a propsoed expanded use underneath the Expo line. Staff provided feedback on the study and the developer is revising the study
8770 Washington Blvd (Access Culver City)	ZCMA P-2012118 CP-P2012116 MND P-2012117	SH	102. Follow-up Inspection After Project Commencement - <b>Six (6) months after full operation of the Project has commenced</b> , as set forth in this Condition, the Director, or his or her designee, shall conduct follow-up inspections on the design, operation and maintenance of the Project. A report on the Project traffic mitigations, on-site circulation, parking, project design, maintenance and operation shall be reviewed by the Planning Commission one year after occupancy of the Project. In the event the Project is not in full compliance with the approved Project plans, conditions of approval and approved Comprehensive Plan, the matter shall be set for public hearing pursuant to CCMC Chapter 17.660 - Revocations and Modifications.	6 months after full operation of the Project has commenced	Planning	Satisfied - Inspections conducted (2016) and project found to be in compliance	Site visits conducted
			106. Follow-up Parking Operations Inspections - Inspections of the on-site parking operations shall be conducted by the Director or his or her designee and the City's Traffic Engineer at <b>6-month, 12-month, and 24-month periods after full operation of the Project. Thereafter, follow-up inspections shall be conducted as necessary by the City</b> . If the follow-up parking operation inspections determine (i) that the number of on-site parking spaces is insufficient to satisfy parking demand; or (ii) that the Project's parking facilities or operations are in any other way not fully and adequately serving the customers, patrons, residents, employees, suppliers and contractors of the Project then additional methods to provide adequate on-site parking shall be devised. Such additional parking supply shall be identified in a revised on-site parking plan acceptable to the City and said plan shall be promptly and fully implemented. If adequate parking cannot be provided by the above methods or consistent with the Alternative Parking Provisions of Section 17.320.025 of the Zoning Code, the demand for parking at the Project shall be reduced in a manner considered acceptable to the City (e.g. reducing the amount of outdoor dining area or other uses commensurate with the parking need).	6-month, 12-month, and 24-month periods after full operation of the Project. On a case by case basis thereafter, as determined necessary by the City.	Planning/ Public Works	Completed	Site visits conducted, but no follow-up required
12201 Washington PI (Wildwood School)	CUP/M P-2012171	JFM	22. Follow-up inspections After Project Commencement- <b>three months after the start of any school year in which student enrollment has increased</b> , the Director, or his or her designee, shall conduct follow-up inspections on the school's traffic and parking operations including but not limited to traffic impacts, on-site circulation and parking, and neighborhood parking intrusions. If it is determined by the Director, or his or her designee that the Project's traffic, parking and/or circulation are creating any significant impacts, additional requirements may be imposed as determined by the Director. In the event the Project is not in full compliance with the approved Project plans and/or conditions of approval, the matter shall be set for public hearing pursuant to CCMC Chapter 17.660- Revocations and Modifications.	3 months after the start of any school year in which student enrollment has increased	Planning	This condition has not been completed	At this time due to COVID-19, there may be minimal traffic impacts.
10202 Washington Blvd (SONY)	CPCR P-2014032	SH	62. Following occupancy of the proposed 8-story building, <b>at a time agreed upon by the City and Sony Pictures Entertainment (Sony), but not more than 6 months following occupancy</b> , Sony shall prepare and submit to the City a traffic engineering study that analyzes the effectiveness of a dual-left turn lanes to the Overland Avenue Gate in accommodating the left turn demand. Based on the study findings as reviewed and accepted by the City, if it is determined that the dual-left turn lanes do not provide adequate storage in eliminating the queues of traffic from spilling out into the through lanes during peak demands, then Sony shall take the necessary corrective measures, which may include on-site measures and/or the restriping of Overland Ave. to provide continuous side-by-side left-turn lanes from Washington Blvd. to the Overland Ave. Gate. If required, this restriping will require removal of additional parking on the east side of Overland Ave. If these additional corrective measures are not sufficient to eliminate left-turn traffic from spilling out into the through lanes, Sony shall take additional measures as agreed upon by the City and Sony until such time that queues of traffic backing into the through lanes of Overland Ave. are eliminated. The traffic engineering study shall also analyze the need for a northbound right-turn lane at the Overland Ave. Gate. Based on the study findings as reviewed and accepted by the City, if the City determines that northbound right-turn lane is necessary to accommodate the right-turn demand, then Sony shall take the necessary corrective measures, which may include striping a right-turn lane, which would require removing parking on the east side of Overland Ave. south of Overland Ave. Gate or other measures approved by the City.	At a time agreed upon by the City and Sony, but not more than 6 months following occupancy	Public Works	Report dated April 23, 2018 - Reviewed and acceptaed by Public works May 8, 2018	Pending response from applicant
			15. The business operator shall submit a Parking Plan for the required off-site parking and any additional on-site parking secured for weekend use for review and approval by the Planning Manager <b>within 30 days following the effective date of the CUP</b> .	Within 30 days following the effective date of the CUP	Planning	N/A - Entitlement expired as building permit was never issued.	

3609 Hayden (Batting Cages)	CUP- P2013102	GS	18. a formal monitoring procedure of the parking and drop-off/pick-up operations shall be conducted by a traffic consultant approved by the Planning Manager and the City’s Traffic Engineer at <b>90 days, 6 months, and 12 months following the effective date of the CUP and annually thereafter</b> . The scope of the monitoring procedure shall be reviewed and approved by the Planning Manager and the City’s Traffic Engineer. The results of the monitoring shall be forwarded to the Planning Commission by the Planning Manager.	90 days, 6 months, 12 months, following the effective date of the CUP and annually thereafter	Planning	N/A - Entitlement expired as building permit was never issued.	
			30. This Conditional Use Permit shall be valid for ninety (90) days from the date of commencement of business operations of the subject use. The date of commencement of operations shall be established by the Planning Manager after verification that the business operator has obtained all necessary building permits, a business tax certificate for the subject use, and has complied with all applicable conditions required prior to commencement of business operations. The Conditional Use Permit shall be scheduled for review by the Planning Commission for possible renewal and/or extension at the first regularly scheduled Planning Commission meeting <b>following ninety (90) days of business operations</b> .	Following 90 days of business operations	N/A	N/A - Entitlement expired as building permit was never issued.	
13463 Washington Blvd (Costco)	SPR P- 2015081	GS	21. The egress lane assignment at the Project’s east driveway shall remain in its current configuration. The Project’s traffic consultant shall conduct <b>a follow-up study not later than 6 months after occupancy</b> of the proposed expansion to determine if a change in the lane configuration is indicated by actual field conditions. If the follow-up study determines that a change in the lane assignment is necessary, the applicant shall be fully responsible to implement this change in lane assignments and to bear the costs for any and all work for this change, including, but not limited to, restriping of the driveway and any modifications to the existing traffic signals.	Not later than 6 months after occupancy	Public Works	Pending (Working on completing driveway work first, concurrent with City’s PW Stormwater project)	The east driveway has not been modified as was proposed; therefore, a study at this time would not capture the
			81. <b>Within six (6) months of the completion of construction and commencement of normal operations</b> , the applicant/operator shall submit a noise study analyzing noise generation of the operations, including the tire center operations and the after-hours operations such as maintenance and loading dock activity. The scope of the noise study shall be approved by the Planning Manager prior to the study commencing.	Within six (6) months of the completion of construction and commencement of normal operations	Planning	Non-compliant	
11924-11960 Washington Blvd (Haven)	SPR P- 2014175 AUP P- 2014176	JFM	24. The applicant shall be responsible to conduct and submit for review a parking demand study (the “Study”) <b>after the development is 80% occupied or within one year of completion of the development</b> . The scope of the Study shall be reviewed and approved by the City’s Planning Manager and Traffic Engineer and prepared at the applicant’s expense. The Study shall determine whether or not the Project’s commercial uses and residential/residential guest uses have different peak hour parking demands. If the Study determines that the commercial uses have different peak hour parking demands that allow for some shared parking with residential uses, the City may allow shared parking provided that: a. The shared parking spaces are located on the project’s ground floor level; b. No commercial parking is allowed on the subterranean level; c. The Study determines that residential/residential guest spaces can feasibly park in the commercial level for a period equal to the night-time and morning off hours of operations for the commercial uses; and d. A City-approved covenant is recorded that includes a description of the shared parking arrangement, a requirement that all current and future tenants are notified of and shall adhere to the same hours of operation and conditions of the shared parking approval.	After the development is 80% occupied or within one year of completion of the development	Planning	The project is not completed yet.	To date the project is not 80% occupied. Currently the project is under TCO and nearly complete
			25. The applicant shall be responsible to conduct a traffic study <b>after the development is 80% occupied or within one year of completion of the development</b> to determine if any traffic control measures are needed at the intersection of Washington Blvd. and Atlantic Avenue/Project driveway, including the need for crosswalks and traffic signal control for vehicular and/or pedestrian traffic. Said study shall be prepared at the applicant’s expense with the scope of said study reviewed and approved by the City’s Planning Manager and Traffic Engineer.	After the development is 80% occupied or within one year of completion of the development	Planning/ Public Works	The project is not completed yet.	To date the project is not 80% occupied. Currently the project is under TCO and nearly complete
			26. The applicant shall post a bond in an amount as determined by the City for the cost of the traffic control measures needed at the intersection of Washington Blvd. and Atlantic Ave./Project driveway. Should the City determine that the traffic control measures are needed (based on the after-completion traffic study) at this intersection, then <b>within a period of five (5) years after occupancy of the development</b> , the City will draw down the funds from the bond to pay for improvements.	Within a period of five (5) years after occupancy of the development	Planning/ Public Works	The project is not completed yet.	To date the project is not 80% occupied. Currently the project is under TCO and nearly complete
8824 National (Ivy Station)	P2015-0141- CP/HTEX/ TTM	SH	187. The Community Development Director, or designee, shall conduct follow-up inspections on the on-site circulation, parking, project design, maintenance and operation of the Project <b>after full operation of the Project has commenced</b> , as set forth in this Condition. In the event the Project is not in full compliance with the approved Project Plans, Project conditions of approval and approved Comprehensive Plan, the Project shall be subject to the provisions of CCMC Chapter 17.660 – Revocations and Modifications as determined by the Community Development Director.	After full operation of the Project has commenced	CCD/ Planning	Project is in construction - CofA not yet triggered	
6161 Centinela Ave (Entrada; 6181 Centinela Ave)			102. Subject to CCMC Chapter 7.05, the Applicant, or property owner, shall submit a Transportation Demand Management (TDM) Plan to the City for review and approval. The TDM Plan included as Appendix E to the Traffic Impact Study (Appendix D to the Addendum) shall be used as the basis for the plan submitted to the City and as amended by the criteria outlined below: 102.A. The TDM plan shall be flexible and utilize as many measures as may be necessary to achieve the required trip reductions. Elements of the TDM shall parallel and be consistent with the City of Los Angeles TDM Ordinance No. 168700 to the greatest extent possible. 102.B. The Applicant, or property owner, shall take baseline traffic counts before construction of the Project to isolate all traffic associated with the existing Raddison Hotel and conference center and the existing office building at the corner of Sepulveda and Centinela Ave (6101 Centinela Ave.), which currently uses one of the driveways of the existing Raddison Hotel.	Before construction of the Project	PW/ Planning/ Transpo	Verification in progress	Pending response from applicant

6161 Centinela (Entrada; 6181 Centinela Ave)	P2016-0128- SPR/AUP/A M/TPM	SH	102.C. The TDM plan that shall reduce proposed trips by at least 10% (i.e. reduce AM peak-hour trips from 438 to 394 trips and reduce PM peak-hour trips from 393 to 354 trips). To determine whether Project trips have been reduced to the required levels, the City shall contract with a consultant to produce at the Applicant’s, or property owner, expense, annual monitoring reports of proposed Project driveway traffic volumes for three normal business weekdays. The traffic volumes shall be taken on weekdays determined by the City. The Applicant, or property owner, shall pay the cost of the City conducting up to a total of five (5) annual reports. <b>The City shall determine when to conduct the first monitoring report, which shall occur after at least 85% occupancy is achieved.</b> If any annual report after the first of such reports shows that the Project is not in compliance with the trip reduction requirement, then the Applicant, or the property owner, shall have one year to achieve compliance. If the next annual report shows that the Project has not achieved 10% trip reduction, the City shall impose developer trip fees on the Applicant for the total number of peak-hour trips that exceed 394 peak-hour AM trips and 354 peak-hour PM trips, in the TDM program. The amount of such trip fees shall be in accordance with the Condition 102.D below.	Annually after at least 85% occupancy is achieved	PW/ Planning/ Transpo	Project is in construction - CofA not yet triggered	
			102.D. The cost of the trip fees shall be \$6,660.00 per peak-hour trip per year. The City shall apply this peak-hour trip fee against each excess AM and PM peak-hour trip, as determined from the relevant annual monitoring report. The Applicant, or property owner, shall be responsible to pay a maximum yearly trip fee not to exceed \$300,000 and a maximum total trip fee not to exceed \$1,000,000 in the aggregate for the entire monitoring program. When there are at least three (3) consecutive annual reports demonstrating continuous compliance with the TDM trip reduction levels, the Project shall be deemed to have satisfied the TDM mitigation measure requirement with respect to the payment of trip fees. Any fees collected shall be used by the City for regional traffic improvements at the discretion of the City. The Applicant, or property owner, shall be responsible for all the costs associated with the monitoring program, including the annual monitoring reports and a \$5,000 per year review fee by City staff. The payment of trip fees does not absolve the Applicant, or property owner, from the continuing obligation to implement a TDM program or to reduce Project trips. Notwithstanding the trip fee requirements in Condition 102.C and 102.D, the Applicant, or property owner, may instead elect to make a one-time payment of \$300,000 (the “TDM Payment”) to the City in lieu of the trip fee requirement set forth above. If the Applicant, or property owner, elects to make the TDM Payment, the Applicant, or property owner, shall give written notice to the City and make the TDM Payment before the issuance of the certificate of occupancy for the Project. Upon payment of the TDM Payment, the trip fee requirements above shall not apply. The TDM Payment will be used by the City to focus on transit, pedestrian, and bicycle modes of transportation that will help alleviate traffic congestion.	Annually	PW/ Planning/ Transpo	Project is in construction - CofA not yet triggered (A determination of actual trip counts (i.e. exceeding specified amounts) following completion of construction (and 85% occupancy) of the project)	
			102.E. If the TDM peak-hour trip reductions are not achieved, the Applicant, or property owner, shall not only pay the above trip fees (unless it has paid the TDM Payment) but shall also implement additional measures, including but not limited to: (i) buy and provide free of charge to on-site tenants/employees an annual bus pass for each excess trip occurring in the peak hour with the most excess trips, up to a maximum of 44 annual bus passes (based on 438 “before” and 394 “after” AM trips),(ii) provide other reasonable economic incentives to encourage the use of public transit or increase ridesharing, and/or (iii) increase the number of reserved carpool and vanpool preferential parking spaces in order to further encourage employee carpool usage and ridesharing. 102.F. The Applicant, or property owner, may submit additional reports or supplemental information demonstrating compliance with this condition which may be reviewed and approved by the Community Development Director. This additional information does not absolve the Applicant, or property owner, from the obligation of meeting the trip reduction numbers or paying any trip fees as described above.	If peak hour trip reductions are not achieved	PW/ Planning/ Transpo	Project is in construction - CofA not yet triggered (A determination of actual trip reductions must be made after trip counts following completion of construction (and 85% occupancy) of the project)	
			102.G. Unless the Applicant, or property owner, elects to make the TDM Payment, before release of any certificate of occupancy , the Applicant, or property owner, shall be required to establish a letter of credit or other financial instrument acceptable to the City Attorney for \$1,000,000 to cover the fee for the entire monitoring program as described in this Condition of Approval. Once a letter of credit is established, Applicant, or property owner, shall renew it on an annual basis from the initial deposit, with the amount adjusted down for trip fees paid during the year. Notwithstanding this Condition 102.G, if the Applicant, or property owner, elects to make the one-time TDM Payment pursuant to condition 102.D above, the requirement to provide the letter of credit or other financial instrument shall not be required. 102.H. If there is a conflict between this condition and Mitigation Measure H-7 in the Addendum to the Entrada Office Tower Project Certified EIR Exhibit “B” to this Resolution, the stricter standard shall apply.	if the Applicant, or property owner, elects to make the one-time TDM Payment	PW/ Planning/ Transpo	Project is in construction - CofA not yet triggered (A determination of actual trip reductions must be made after trip counts following completion of construction (and 85% occupancy) of the project, and after decision regarding payment of TDM/trip fees)	
			112. <b>Prior to any occupancy</b> , the Property Owner shall contribute funding for a design study to address way-finding signage and lighting to improve pedestrian and auto connection to the Westfield Culver City Mall. The scope of the study shall be approved by the Community Development Director.	Prior to occupancy	N/A	Project is in construction - CofA not yet triggered	
8888 Washington Blvd	P2016-0050- SPR	SH/GS	136. For each new commercial lease on this property including office, retail and restaurant lessees, the Applicant/Property Owner will require those lessees to provide Metro’s Business Transit Access Pass (B-Tap) cards for a minimum of 50% of the employees for one year following lease up. The Applicant/Property Owner shall provide a written affidavit to the Planning Division certifying that Metro Tap cards have been distributed as required by this condition of approval. <b>Following one year of occupancy of at least 80% of the Project</b> , the Applicant/Property Owner shall provide a study and survey to identify the number of employers and employees who use the tap card for multi-modal transportation such as the Expo light rail transit line, bus transit, bike share, and/or other similar facilities. The scope of the study shall be approved by the Community Development Director prior to commencement.	Following One Year of Occupancy of at least 80% of the Project	Planning	Project is in construction - CofA not yet triggered	
8777 Washington Blvd	P2016-0049- CP	SH	172. The Community Development Director, or designee, shall conduct follow-up inspections on the on-site circulation, parking, project design, maintenance and operation of the Project <b>after full operation of the Project has commenced</b> , as set forth in this Condition. In the event the Project is not in full compliance with the approved Project plans, Project conditions of approval and approved Comprehensive Plan, the Project shall be subject to provisions of CCMC Chapter17.660- Revocations and Modifications as determined by the Community Development Director.	After full operation of the Project has commenced	CDD/ Planning	Project is in construction - CofA not yet triggered	
12337-12423 Washington Blvd	P2017-0042-		24. The Project shall provide the required improvements to only allow northbound right turn traffic along Colonial Ave from just south of the Project driveway and westbound left turn traffic out of the project driveway. The project shall be responsible for the preparation of design plans and to implement the construction of the required improvements to the satisfaction of the City Engineer. No parking spaces will be removed along Colonial Ave. to implement the improvements. The project shall conduct a traffic study <b>no later than 6 months “after” 85% project occupancy</b> to determine if Option #3 is effective in preventing Project traffic to and from the residential neighborhood along Colonial Ave. The Project shall obtain before and after-Project traffic counts, speed checks and parking occupancy data to determine the effectiveness of the no-right-turn restriction. If the City Engineer determines that additional measures are necessary to prevent Project traffic from turning right onto Colonial Ave. towards the residential neighborhood, the Project shall be responsible for the design and implementation of those measures.	6 months after 85% project occupancy	Public Works	Project is in construction - CofA not yet triggered	
			122. <b>Prior to the release of any Certificate of Occupancy</b> , the Applicant or property owner shall be required to establish a letter of credit or other financial instrument acceptable to the City Attorney for \$100,000 to cover the potential cost of traffic modifications for Option 3 implementation, including the “after” occupancy traffic study and resulting measures. The letter of credit shall remain in place for three (3) years after the final CO was issued, after which time the balance will be returned to the Applicant or property owner.	3 years after Certificate of Occupancy is issued	Public Works	Project is in construction - CofA not yet triggered	

Washington Blvd (Culver Public Market)	CP/ZCMA/ GPMA/TPM	GS	130. The Project shall conduct a traffic study no later than six months “after” 85% project occupancy to determine the amount of left-turn traffic at the main driveway along Centinela Ave., the amount of southbound traffic left turning out of Colonial Ave, onto Washington Blvd., and the amount of westbound traffic on Washington Blvd. left turning onto Chase Avenue. The intent of the “after” study” would be to ensure safe operations at these locations. The “after” study shall include traffic counts, accident data and observations of the traffic during peak times of the day to determine the potential conflict due to these turning movements. Any of these movements may be restricted in the future during peak times based on the findings of the “After” traffic study and the City Engineer’s determination. If the City Engineer determines that any additional traffic control measures are necessary as a result of the Project’s traffic, the Project shall be responsible for the design and implementation of those measures.	6 months after 85% project occupancy	Public Works	Project is in construction - CofA not yet triggered	
			131. <b>Upon completion of the required “after” traffic study</b> , and in the event that said study identifies a parking impact in the surrounding residential neighborhood, the applicant shall work with the Public Works department to determine whether more restrictive on-street parking requirements must be included in the parking district, and shall provide funding to pay for two (2) parking permits per dwelling unit in said parking district for one year as required.	Upon completion of required "After" traffic study	CDD/ Planning	Project is in construction - CofA not yet triggered	
			132. The Project shall participate in Metro TAP card program for employees, and the applicant/developer shall implement a Metro TAP card subsidy program whereby the Developer will provide up to thirty-five (35) tenant employees (approximately 60% of the Project workforce) Metro TAP cards <b>for one (1) year following the opening of the Project.</b>	For one year following the opening of the Project	CDD/ Planning	Project is in construction - CofA not yet triggered	
9336 Washington Blvd (Culver Studios)	P2016-0208-CP	SH	24. The Project will provide mobility measures that promote and enhance pedestrian, bicycle, and transit connections to Expo and other improvements to improve area mobility. Such measures shall include: a) <u>Mobility Fund</u> : Applicants will contribute to the City’s Mobility Fund as described in the Project Development Agreement with mobility improvements earmarked for roadway and circulation improvements to enhance multimodal connectivity to and from the Project site with the Culver City Expo Station b) Designated Ride Share Carpool Area. The Project shall include designated parking and loading areas for rideshare vehicles located adjacent to Gate 2. A carpool area shall be provided as part of the TDM measures. c) <u>Rideshare Subsidy</u> : In order to facilitate the use of rideshare services and reduce potential single occupant vehicle trips, for a period of five years after occupancy, the Developer shall ensure that the Project tenants provide employees with a voucher for ridesharing services to the Culver City Expo Station. d) <u>EV Charging stations</u> : The Project shall provide the total of 6% of total parking spaces EV ready supplied with Electric Vehicle Supply Equipment (EVSE), with 50% operational upon occupancy, located on each of the parking levels. <u>Tap Card Subsidy</u> : a) <b>The Developer will subsidize for the purchase of up to 50 TAP cards for a period of three years</b> for employees who opt to take Expo instead of personal vehicles to commute to work, and will not be provided onsite parking accommodations; or the Developer will provide Cash-Out Alternative; (i.e. Cash-out bonus to individual tenants who opt to use other commuting modes such as carpools, shuttles, bicycles, or walking. The cash-out bonus will count toward the 50-employee obligation. b)TAP card maintenance; The Developer will ensure that Project tenants can procure and register TAP cards on an ongoing basis and provide evidence of such notification shall be provided to the Building Division. <b>c) The Developer will annually provide evidence of TAP Card subsidies to the Planning Division.</b>	Annually for 3 years	CDD/PW/ Transpo	Project is in Construction - CofA not yet triggered	
			90. The applicant shall work with the City to implement a Transportation Demand Management / Commute Trip Reduction Program. The TDM Program shall include measures to reduce the number of vehicle trips associated with the development of the site in order to reduce such vehicular trips and air emissions related to the Project. Said implementation shall include a Culver Studios representative to serve as the coordinator (Program Coordinator) of this TDM 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. Transportation Department will review and confer with Culver Studios coordinator to develop program revisions, as necessary, to attain trip reductions. In addition to the TDM measures that are required by the CCMC Transportation Demand and Trip Reduction Ordinance, CCMC Municipal Code Section 7.05.15, the Program shall include all of the standard employee commute trip reduction methods including, but not limited to, the following" a) Bicycle route map information b) Financial rewards program for participation in trip reduction efforts; c) Telecommuting d) Flexible Work hours (Arrival and departures outside of commute peak periods) e) Guaranteed return trip and/or guaranteed emergency trip for employees participating in rideshare or other transit programs f) Personalized commute assistance offered by on-site employee transportation coordinator g) Organization and participation in vanpool/carpool programs h) Promotional Information of transit and rideshare agencies serving the area including the address, telephone number, website, routes, maps, schedules and fees of these agencies i) Rideshare matching services for employees j) Trip reduction program marketing and recruitment k) Collaboration with Culver City Transportation Department to promote alternative transportation choices	Annually	Transpo	Project Under Construction - Condition not yet triggered	

9550 Washington Blvd (Culver Studios)			<p>113. Subject to CCMC Chapter 7.05, the Applicant or property owner shall be subject to the following Transportation Demand Management (TDM) Plan:</p> <p>A. The TDM plan shall be flexible and utilize as many measures as may be necessary to achieve the required trip reductions. Elements of the TDM plan shall parallel and be consistent with City of Los Angeles TDM Ordinance No. 168799 to the greatest extent possible.</p> <p>B. The Applicant or property owner shall use February 2016 driveway traffic counts as a baseline for comparison to determine if TDM goals are achieved.</p> <p>C. The TDM plan shall reduce Project trips by at least 10% (i.e. reduce AM peak-hour trips from 491 to 442 trips and reduce PM peak hour trips from 468 to 421 trips). To determine whether project trips have been reduced to the required levels, the Applicant or property owner shall contract with a City approved consultant to produce the Applicant’s or property owner’s expense, annual monitoring reports of proposed Project driveway traffic volumes for three normal business weekdays. The traffic volumes shall be taken on weekdays determined by the City. The Applicant, or property owner, shall pay the cost of the City conducting up to a total of five annual reports. The City shall determine when to conduct the first monitoring report, which shall occur after at least 85% occupancy is achieved.</p> <p>When there are at least three consecutive annual reports demonstrating continuous compliance with the TDM trip reduction levels, the Project shall be deemed to have satisfied the TDM mitigation measure requirement. The Applicant, or property owner shall be responsible for all the costs associated with the monitoring program, including the annual monitoring reports and a \$5,000 per year review fee by City Staff.</p> <p>D. The Applicant or property owner shall conduct a “Look-Back” Traffic Study to address the left-turn storage for westbound Washington Bl. At Ince Bl. For the 95th percentile queue. At no later than 6 months after 85% occupancy, the applicant or subsequent owner shall pay for a City-selected traffic consultant, to conduct a traffic study, including new traffic counts, a queuing analysis, delay to motorists, traffic operations of the signalized intersections of Washington/Ince and Culver/Ince, field observations and accident analysis. Based on the results of the study and if required by the City, the Applicant will work with tenants to encourage the use of alternative routes or alternative modes of transportation to the studio in order to address any traffic operation issues identified in the study.</p>	Annually (up to 5 years) after at least 85% occupancy is achieved / 6 months after 85% occupancy	Public Works/ Traffic	Project is in construction - CofA not yet triggered	
			<p>114. If any annual report after the first of such reports shows that the TDM peak-hour trip reductions are not achieved, the Applicant, or property owner, shall implement additional measures, including but not limited to: (i) provide additional transit-bikeshare passes, (ii) buy and provide free of charge to on-site tenants/employees an annual bus pass for each excess trip occurring in the peak hour with the most excess trips, up to a maximum of 44 annual bus passes (based on 491 “before” and 442 after” AM trips), (iii) provide other reasonable economic incentives to encourage the use of public transit or increase ridesharing, and/or increase the number of reserved carpool and vanpool preferential parking spaces in order to further encourage employee carpool usage and ridesharing.</p> <p>The Applicant, or property owner, may submit additional reports or supplemental information demonstrating compliance with this condition which may be reviewed and approved by the Community Development Director and Public Works Director.</p>	Annually	Public Works/ Traffic	Project Under Construction - Condition not yet triggered	
10950 Washington Blvd (NFL Building)	P2018-0071-CUP/AUP	GS	<p>81. <b>Within six (6) months and one (1) year after project completion</b>, the applicant shall submit to the City, an after-construction project field review and assessment, prepared by the Project traffic engineer, to determine if the additional vehicles can be accommodated in the westbound left-turn lane and the eastbound right-turn “pocket” without traffic backing out onto the Washington Blvd. through lanes. The “after-project study” shall also assess any queuing or circulation conflicts, to inform if approval of “phase 2” improvements would be appropriate. If the after-construction study and assessment identifies that queues of traffic back out into through lanes of Washington Blvd. or any on-site circulation conflicts, the applicant shall provide additional corrective measures as deemed appropriate by the City.</p>	Within 6 months and 1 year after project completion	Public Works	Project has not been issued building permit - CofA not yet triggered	
			<p>82. If <b>within one (1) year after project completion</b>, residential permit parking is requested as a result of the site’s tenants, employees, or visitors parking in the residential neighborhood streets, the Applicant shall be responsible for the preparation of a permit parking survey to determine the amount of intrusion into the neighborhood, if any, and, if warranted, to pay for the cost of two (2) parking permits per dwelling unit in said parking district for a period of three (3) years.</p>	Within 1 year after project completion	Public Works	Project has not been issued building permit - CofA not yet triggered	
			<p>83. <b>Within six (6) months and one (1) year after project completion</b>, the Applicant shall submit a follow-up noise study, prepared by the Project noise consultant, including all items identified in the Noise Monitoring Program of the current Environmental Noise Impact Study, and identify any project related noise conflicts. If the follow-up study and monitoring program identify any such conflicts or exceeds the projected noise levels or thresholds of the General Plan, the Applicant will work with the City to identify and implement additional corrective design features or measures.</p>	Within 6 months and 1 year after project completion	Planning	Project has not been issued building permit - CofA not yet triggered	
			<p>84. A maintenance inspection report for the stacked parking facility shall be prepared at the sole expense of the applicant and shall be <b>submitted annually</b> to the Current Planning Division for review.</p>	Annually after project completion	Planning	Project has not been issued building permit - CofA not yet triggered	
			<p>93. The Project shall be phased, such that the two level parking stackers along the exterior southerly edge of the parking structure are not installed as part of the first phase, but would be allowed as a second phase if the required after-construction studies of Project noise, queuing and circulation, demonstrate that no conflicts or nuisance conditions have been created during the assessment period. If the after-construction studies demonstrate that non conflicts or nuisance conditions have been created during the <b>six (6) month assessment period</b>, the “phase 2” stackers may be implemented through an administrative approval.</p>	6 months after phase I completion	Planning	Project has not been issued building permit - CofA not yet triggered	
			<p>94. The Applicant and the Applicant’s landscape architect shall continue to discuss the landscape plantings with the abutting property owners, in order to ensure consultation on the installation of appropriate landscape abutting this property and shall revise the Project final landscape plan accordingly for submittal to the Current Planning Division. <b>One (1) year after installation</b>, the landscape will be assessed and, if found to be deficient, supplemental plantings or other strategies shall be implemented following consultation with the abutting property owners. The Applicant shall obtain necessary authorizations from the abutting property owner.</p>	1 year after installation of landscape	Planning	Project has not been issued building permit - CofA not yet triggered	
			<p>27. Traffic Improvement Contribution Payment. The Applicant shall pay to the City a “Traffic Improvement Contribution Payment” in the total amount of TWENTY FIVE THOUSAND DOLLARS (\$25,000) as a contribution payment toward improvements to the intersection of Higuera Street and Hayden Avenue, which payment shall be made no later than thirty (30) calendar days after the effective date of the approval of this Land Use Permit.</p>	Within 30 calendar days after effective date of the approval of the Land Use Permit	CDD	Completed on November 7, 2012	
			<p>65. Community Benefit Contribution: The Applicant shall make the following payments to the City (the "Public Benefit Contribution") during the time for which there is a School Use upon the property, in the amounts and at the times set forth as follow:</p> <p>A. The total amount of SIXTY-ONE THOUSAND ONE HUNDRED DOLLARS (\$61,000) not later than thirty (30) calendar days after the date on which the City issues to the Applicant a demolition permit in connection with Property A, as outlined in the Master Plan, and annually thereafter on or before September 15 of each successive year and;</p>	Within 30 calendar days after issuance of demolition permit for Property A, and annually thereafter	CDD	Paid Annully beginning 2012 to the present	

8509 Higuera (Willows Community School)	P2018-0249- CUP/MOD	JFM	65.B. The total amount of TWENTY-ONE THOUSAND FOUR HUNDRED THIRTEEN DOLLARS (\$21,413) which amount shall be payable not later than thirty (30) days after the later of (a) the Applicant acquiring a fee or leasehold interest in Property B or (b) the date as permitted in Section 65.D, and annually thereafter on or before September 15 of each successive year; and	Within 30 days of Applicant acquiring a fee or leasehold in Property B, and annually thereafter	CDD	Paid Annully beginning 2013 to the present	
			65.C. The total amount of TWENTY-ONE THOUSAND FOUR HUNDRED THIRTEEN DOLLARS (\$21,413) which amount shall be payable not later than thirty (30) days after the later of (i) the Applicant acquiring a fee or leasehold interest in Property C or (ii) the date as permitted in Section 65.D, and annually thereafter on or before September 15 of each successive year; and	Within 30 calendar days after acquiring a fee or leasehold interest in Property C and annually thereafter	CDD	Paid Annully beginning 2013 to the present	
			65.D. During the first two (2) years following the Applicant acquiring a fee or leasehold interest in Property B or Property C, and provided that the City continues to receive annual tax revenue generated from the acquired property in an amount at least equivalent to the immediate five (5) year average of tax revenue received by the City, then the Applicant shall not be required to make the Public Benefit Contribution to the City for such property during such two (2) year period. However, if at any time during the two (2) year period following Applicant acquiring a fee or leasehold interest in Property B or Property C, the City issues a demolition or construction permit in connection with the Property B and/or Property C, then from and after that date of issuance of the permit, the Applicant shall pay the full amount of the Public Benefit Contribution for such property without any waiver referenced in this condition and notwithstanding the existence of any lease of such property.	During the first two (2) years following the Applicant acquiring a fee or leasehold in Property B or C	CDD	Paid Annully beginning 2018 to the present	\$22,956 paid annually
			65.E. If the Applicant acquires a fee or leasehold interest in Property B and/or Property C but fails to obtain a property tax exemption for such property and is required to pay property taxes for such property, then the Public Benefit Contribution shall be due and payable to the City; provided, however that the amount of the Public Benefit Contribution due for such property in any year shall be reduced by an amount equal to the taxes received by the City, applicable to such property for the immediate prior year. However, in no event shall the amount of the Public Benefit Contribution payments be reduced to an amount below zero.	If Applicant fails to obtain property tax exemption for Property B and/or C	CDD	Paid	
			65.F. The initial annual payment of the Public Benefit Contribution calculated and payable to the City shall be subject to an annual increase based on the cumulative percentage change in the All Items Consumer Price Index for All Urban Consumers for Los Angeles County the Los Angeles-Riverside-Orange County, Metropolitan are (1982-84 = 100), as published by the U.S. Bureau of Labor Statistics (hereinafter “CPI”), between August 2012 and the month immediately preceding the month in which each initial annual payment set forth in (A), (B) and (C) above is due. Each subsequent annual payment shall be subject to an increase in the percentage change in the CPI between August of the preceding year and August of the year in which the subsequent annual payment is due. In the event that the All Items CPI for All Urban Consumers ceases to exist, City and Applicant shall mutually agree on a substitute annual inflation index covering the Los Angeles metropolitan area. In no event shall any Public Benefit Contribution to be paid annually be in an amount that is less than the immediate prior Public Benefit Contribution made to the City.	Annually	CDD	No look Back required	
			68. As security payment for the Public Benefit Contribution and the Traffic Improvement Contribution Payment, the Applicant shall post an unconditional and irrevocable Letter(s) of Credit in a form approved by the City Attorney for the benefit of the City. The initial amount of the Letter of Credit shall be set at twice the amount due for Property A as identified in Condition No. 65 (\$61,100 X 2 = \$122,200). The Letter of Credit shall be a term of one (1) year, subject to automatic annual renewals at least 15 days prior to the current expiration date for so long as the Property is operated as a School Use. At the time of each annual renewal, the Letter of Credit amount shall be adjusted to reflect twice the amount of the Public Benefit Contribution owed to the City at the time of such renewal, as determined by the payment schedule and inflationary rates set forth in Condition No. 65. Under the Letter of Credit, the City shall have the unconditional right to draw down funds i) to reimburse itself for any Public Benefit Contribution payments or the Traffic Improvement Contribution payment accrued but unpaid by the Developer; and ii) as a penalty in the event the Property is transferred without first obtaining the City’s reasonable approval. Funds may only be drawn down from the Letter of Credit after notice and a reasonable opportunity to cure the failure to timely pay or unpermitted transfer has passed.	Annually	CDD	Contacted Applicant and pending applicant response	
			78.e The School’s traffic consultant shall conduct <b>follow-up site reviews and a report after the 75 additional students are enrolled</b> to determine if a more efficient loading and unloading of students can be accommodated on site, without car queuing affecting Higuera St.	After 75 additional students are enrolled	Public Works/ Traffic	Not yet triggered	
8509 Higuera (Willows Community School)	P2018-0249- CUP/MOD	JFM	78.f The School’s traffic consultant shall <b>conduct follow-up site reviews and a report after the full additional 100 students</b> from combined Phases II and III are enrolled to determine if a more efficient loading and unloading of students can be accommodated on site, without car queuing affecting Higuera St.	After 100 additional students are enrolled	Public Works/ Traffic	Not yet triggered	
			78.g If the follow-up site reviews for Phase II and III demonstrate that cars are queuing onto Higuera St., the School will be responsible to apply additional corrective measures.	After follow up site reviews for Phase II and III	Public Works/ Traffic	Not yet triggered	
			69e. Subsidized shared-ride/Uber/Lyft Service- The Project shall provide employees with a voucher or similar system for Uber/Lyft ridesharing services to facilitate use of ridesharing services. <b>The subsidy shall be for two years after C of O</b> and provide up to \$12 per day (or \$5 to \$6 per trip per day with a trip limit of two per day) for up to 10% of the School staff. The Project owner or property management firm shall <b>provide evidence and/or accounting annually to the City</b> of such subsidy.	Annually after C of O for two years	Planning/ Econ Dev.	not yet triggered	
			69h. The Applicant shall be subject to one or more of the following portential measures or other measures approved by the City, which may be required consistent with City mobility measures, if adopted, <b>prior to Certificate of Occupancy</b> : i. TAP Card Subsidy- Project will subsidize the purchase of TAP cards for up to 10% of the School staff 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 as noted above. ii. Cash-Out Alternative- Project will offer a cash-out bonus to individuals who opt to use other modes of commuting options such as carpools, shuttles, bicycles, or walking. The cash-out bonus will count towards the 10% of the School staff obligation. iii. TAP Card Maintenance – The school will procure and register TAP Cards. iv. Additional long-term bicycle lockers v. The Project owner shall provide evidence and/or accounting <b>annually</b> to the City of such subsidy.	Annually	Planning/ Econ Dev.	Project not yet completed. Condition not yet triggered	
			71. <b>Every year</b> the School shall submit to the Planning Division, an enrollment schedule indicating total pre-school, elementary school, after school day care enrollment and the total number of staff for that academic year.	Annually	Planning	On going - School continues to submit enrollment once a year	
3939 Landmark (Park Century School)	P2018-0320	JFM	76.c The School shall revise its drop-off and pick-up plan should queuing occur on the street <b>once Phase I of the School’s Master Plan is completed and operations begin</b> . This may include implementation of a staggered drop-off and pick-up schedule. Staff will review the staggered drop-off and pick-up schedule prior to its implementation, should it be necessary.	Once Phase I is complete and operations begin	Planning	Project not yet completed. Condition not yet triggered	