



Culver CITY

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PLANNING COMMISSION MEETING AGENDA Thursday, AUGUST 7, 2008

PUBLIC COMMENT

The Planning Commission will listen to the public on any item on the agenda or item of interest that is not on the agenda. The Planning Commission cannot legally take action on any item not scheduled on the agenda. Such items may be referred for administrative action or scheduled on a future agenda.

If you wish to speak to the Commissioners, please complete a Speaker's Card and present it to the Secretary before the agenda item is called. You will be called to the podium by name when it is your turn to speak to the Commissioners.

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

Persons wishing to speak on agenda items will be called at the time the agenda item is brought forward. Comments will generally be limited to five minutes per speaker; however, a three-minute limit may be declared by the Chairperson for agenda items for which many Speaker Cards have been submitted.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

A total of twenty minutes shall be devoted to audience participation at the beginning of the agenda. Speakers will be called on in the order cards were received by the Secretary. If additional time is needed, the Chairperson will allow for same at the end of the agenda.

When the Secretary calls your name, please advance to the podium and state your name and city of residence. Speakers must limit their comments to five minutes. A three-minute limit may be declared by the Chairperson if there is a large number of individuals desiring to address the Commissioners.

NOTE: AT OR ABOUT 11:00 P.M., COMMISSION MEMBERS WILL DETERMINE WHETHER TO CONTINUE WITH DISCUSSION OF REMAINING ITEMS ON THE AGENDA OR TO CARRY SOME/ALL OF THE ITEMS OVER TO A FUTURE MEETING DATE.

CELL PHONES AND OTHER DISTRACTIONS

Use of cell phones, pagers and other communication devices is prohibited while the Planning Commission Meeting is in session. Please turn all devices off or place on silent alert and leave the Chambers to use. During the meeting, please refrain from applause or other actions that may be disruptive to the speakers or the conduct of City business.

MEETING INFORMATION

Planning Commission meetings are regularly scheduled for the second and fourth Wednesdays of every month. Planning Commission Agenda information is available 72 hours before each Planning Commission meeting via a tape recorded message by calling 310-253-5741.

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Culver CITY

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AGENDA

Planning Commission

Thursday, August 7, 2008

7:00 p.m.

Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

David Rockwell, Chair
John Kuechle, Vice Chair
Linda Smith Frost, Commissioner
Marcus Tiggs, Commissioner
Anthony Pleskow, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

PUBLIC HEARING

PH-1 Site Plan Review, Tentative Tract Map, Administrative Use Permit, and Negative Declaration for the Construction of 3-story Commercial Building (Retail and Office) located at 12803-12823 Washington Boulevard.
(Staff Report: Susan Yun (310) 253-5755). **Approve.**

CONSENT CALENDAR. *Note: Consent Calendar items are considered to be routine in nature and may be approved by one motion. Public requests to discuss Consent Calendar items must be filed with the Secretary before the Consent Calendar is called.*

C-1. Secretary's Report. ***Approve Report.***

C-2. Approval of Minutes of July 23, 2008.

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

**Next Planning Commission Meeting
September 10, 2008
7:00 PM**

Upcoming Public Meeting Schedule –Tentative – 2008

Date	Day	Time	Location
<i>City Council</i>			
<i>August 11</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Redevelopment Agency</i>			
<i>August 18</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>September 3</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>August 12</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>September 3</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>September 10</i>	<i>Thursday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

- Meetings may be added or changed.
- Times and date may be changed.

Comment [SB1]:

Meeting Date: August 7, 2008	Item Number: PH-1
AGENDA ITEM: Site Plan Review, Administrative Use Permit, Tentative Tract Map and Negative Declaration for the construction of 3-story commercial building (Retail and Office) located at 12803-12823 Washington Boulevard.	
Contact Person/Dept.: Susan Yun, Senior Planner	Phone Number: (310) 253-5755
Public Hearing: ☒	Action Item: ☐ Attachments: ☒
Public Notification: July 17, 2008: sign posted on the site; notices mailed to all the property owners and occupants within a 300-foot radius of the site extended to the end of City block; and notice emailed to the Master Notification List.	
Planning Approval: Thomas Gorham, Planning Manager 7/30/08	

RECOMMENDATION:

That the Planning Commission:

1. Adopt a Negative Declaration based on the Initial Study finding that the project will not have a significant adverse impact on the environment (Attachment No. 3);
2. Approve Site Plan Review, SPR P-2008079, and Administrative Use Permit, AUP P-2008080, subject to the Conditions of Approval as stated in Resolution No. 2008-P009 (Attachment No. 7); and
3. Recommend Approval to the City Council of Tentative Tract Map No. 65473, TTM P-2008089, subject to the Conditions of Approval as stated in Resolution No. 2008-PO09 (Attachment No.7).

PROCEDURES:

1. Chair calls on staff for a brief staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision.

BACKGROUND:

The proposed project request is a Site Plan Review, to allow the construction of a 37,450 square feet commercial building with one level of subterranean parking; a Tentative Tract Map to subdivide the property into 26 commercial condominium airspace units (not for residential purposes); and an Administrative Use Permit to allow tandem parking.

The project is the product of efforts by the Redevelopment Agency and the City to redevelop the site with high quality commercial development that promotes redevelopment in the West Washington area. In 2005, the Agency acquired the site that contained various uses including the

Baldwin motel, two apartment buildings and a retail building. The Baldwin Motel was a blighted, derelict structure used for illicit activities. Pursuant to Redevelopment law, the Agency condemned and cleared the properties. In June 2007, the Agency commenced negotiations with the developer to redevelop the site and in February 2008, entered into a Development and Disposition Agreement (DDA). Upon completion of the entitlement process the developer will take title to the property and develop it in accordance with the DDA and project permits.

General Information

See Attachment No. 1, Project Summary

Existing Conditions

The project site, approximately 24,033 square feet in area, is located on four contiguous parcels which span the north side of Washington Boulevard, on the block between Meier Street on the east and Moore Street on the west. The rear of the project site is bordered by a 15' wide public alley located entirely within the City of Los Angeles.

The project site is surrounded by commercial retail uses to the south, east, and west, and multiple family residential uses to the north. In 2005 to 2006, the site was cleared and is currently unpaved and vacant with no development or landscaping. There is a chain link security fence that surrounds the perimeter of the project site.

Project Description

The proposed project consists of a 3-story, 48-foot high, commercial building with 6,300 square feet of ground floor retail/restaurant space and two levels of office space totaling 31,150 square feet (37,450 square feet overall). The retail facades at ground level are set back 5' from the property line to accommodate landscaping, outdoor dining areas and a pedestrian oriented street edge. The office condominium units proposed in the upper levels include four 2-story triangular shaped "office pavilions or pods" set in front along the Washington Boulevard edge above the retail spaces as well as rectangular shaped 2-story "office modules" along the back or north edge of the site. Patios between the office pavilions will be landscaped with "green roofs" that will offer aesthetic and environmental (energy insulating) benefits. Both retail and offices spaces are proposed to be offered for sale as commercial condominium units. The applicant anticipates subdividing the ground floor retail space into five or six spaces, two of which may be improved to accommodate restaurant uses.

The project will provide a total of 128 parking spaces. This consists of 39 parking spaces on the at-grade parking level, including 18 parking spaces required for the retail portion of the

building, plus 21 spaces available as general public parking; the public parking spaces are not required to satisfy the parking requirements of the proposed uses. Additionally, the proposed project will provide a total of 89 office parking spaces in the subterranean level (including tandem spaces).

The project also provides offsite improvements including new curb, gutter, sidewalk, and street trees. Further, there will be encroachments at the subterranean parking level into portions of Washington Boulevard, Meier Street and Moore Street.

ANALYSIS:

Architectural Design

The project has been designed to conform to all applicable provisions of the Commercial General (CG) Zone and all City development standards. The proposed building will be 48 feet high at the highest point, but portions of the building close to the rear property line will be shorter at 45'-6" (56' is the height limit in the CG Zone). As described in the project description above, the retail building frontage along Washington Boulevard will be set back 5' at the ground floor to allow for pedestrian amenities including landscaping and dining areas. On the upper floors, above the retail spaces, there are four triangular shaped clusters of office pavilions which provide architectural relief and visual interest to the building elevations. Artwork, in compliance with the City's Art in Public Places program, is proposed to be incorporated along the west side facade of the office pavilions along the Washington Boulevard building frontage.

The proposed project is an architecturally modern building making use of a variety of building materials including, galvanized expanded metal, concrete masonry units, stucco, galvanized metal cable railings and stairs, a standing seam metal roof with galvalum finish, a custom steel and glass curtain wall system, and an aluminum and glass storefront system. The design makes extensive use of a green screen on four sides of the building. An additional feature of the overall site design is the incorporation of environmentally friendly and energy efficient building design elements. These include:

- **Sedum Roof.** The planted roof or green roof is located along the second floor level. It consists of a terraced sedum roof canted toward Washington Boulevard and supports hardy plants to minimize maintenance and water requirements. This portion will only be accessible for maintenance but not for foot traffic. Behind the terraced sedum roof area there is a planted patio area consisting of various shallow rooted vegetation and plant materials which is accessible by adjacent hardscape paths. The hardscape consists of permeable concrete pavers and ADA compliant metal grating. There will also be several benches throughout the planted patio area. Both of the planted roof areas are intended to provide ecological benefits such as cooling and humidifying the surrounding air, retaining and reducing storm water run-off, and improving the thermal insulation of the roof itself, thereby mitigating the effects of "urban heat islands".
- **Bioswale.** Bioswale planters on the third floor are proposed to receive storm water from the roof, filtering and retaining the water before it is released into the City's storm drainage system. The filtration planter consists of a layer of pebbles and a growth medium over filter fabric and

gravel. The bioswale planter is proposed to help purify the water, reduce the amount of water and slow the rate of water into the storm drain. The planters also provide a base for the vegetation that will cascade down the alley façade to the “green screen”.

- Green Screens. All four sides of the building elevation consist of varying degrees of “green screens” (expanded metal panels with landscaping). At the front of the building along the Washington Boulevard frontage, vines will cover the green screen expanded metal panels along the narrow portions of the storefront at the ground level. On the sides of the building fronting Meier Street and Moore Street, vines are designed to cover most of the building facades. Raised planters at the eastern and western edge of the roof enable vegetation to cascade down over the green screen at the roofline. These planters will collect rain water that feeds the plants and drain slowly onto the gravel roof. At the back of the building, adjacent to the alley, vines will be planted along the green screen fence and within the planters at the roof edge to allow vine growth to cascade down portions of the building façade at the second level and down to the fence next to the alley. There will be supplemental irrigation to maintain the green screen during the dry season.
- Solar Power. The project provides photovoltaic solar arrays of approximately 4,600 sf in area which is estimated to generate 69 Kilowatts of power. This exceeds the City’s minimum requirement of 4 Kilowatts for a building and project of this size. The solar panels which are elevated from the roof also provide shade for the roof surface, which will help keep the roof and spaces below cooler.
- Natural Ventilation. The project also proposes a passive type mechanical system that is designed to emphasize natural ventilation and radiant floor heating; allowing users to choose not to have an air conditioner. Notwithstanding, provision will be made in each commercial space to easily add air conditioning should future users needs exceed the capability of the natural ventilation system.

Parking

The project’s on-site parking meets the parking requirements of the Zoning Code for commercial uses (office, retail, and restaurant), including the total number of vehicle spaces, the dimensions of those spaces, and the drive aisle width.

The project’s 128 on-site parking spaces include 21 spaces of public parking for the area. Parking for the office users is provided in a one-level subterranean garage totaling 89 parking stalls (including tandem spaces), while metered self-parking for the public and customers of the ground level retail, totaling 39 parking stalls, is located on grade, immediately behind the retail spaces. Of the 39 parking stalls located on grade, 18 stalls are required for the retail component and 21 parking stalls are surplus and will be available for public parking. Handicap accessible parking is provided both at the surface level (2 spaces) and at the subterranean level (4 spaces). Bicycle parking is also provided at both parking levels.

The applicant is requesting an Administrative Use Permit to allow tandem

parking spaces (for the office uses) in the subterranean garage. The Zoning Code allows for required parking for commercial uses to be configured in tandem pairs. The proposed parking spaces meet the minimum dimensions of the Zoning Code and they are arranged to be no more than two spaces in depth. The Zoning Code requires that a valet or attendant be provided at all times that the tandem parking is accessible to users unless it is determined that the nature of the use and its operation will not require attendant parking. The applicant has indicated that they will provide a valet service during normal office business hours (7am-6pm). As such, staff has included a condition of approval requiring a valet or parking attendant be provided within the building to allow for adequate control of the tandem spaces and to ensure that no operational difficulties arise from the use of tandem spaces.

Public Metered Parking. On February 4, 2008, the Redevelopment Agency and City Council approved and entered into a DDA with the developer of the proposed project. As part of the DDA, the developer agreed to partner with the City and the Redevelopment Agency to provide, construct, and maintain public parking on the ground level of the project site. The 39 parking spaces located on the ground level will be metered. The revenue generated from the meters will accrue to the City which is responsible for parking enforcement. The Police Department indicates that patrolling the lot to enforce the proposed hours of operation will be feasible. The proposed metered parking operations will be from 7 a.m. to 11 p.m., Monday – Sunday. As with all public parking in Culver City, the maximum hours and the rate to be charged is set by the City Council pursuant to Section 7.03.520 of the Culver City Municipal Code. There are three types of meters in use in the City; ten hour maximum meters for long term parking, and one hour meters and two hour meters for short term parking. The current rate for meters is 50 cents per hour. The proposed project's public parking area will have two hour maximum meters.

The Public Works Department recommends an alternative to the traditional mechanical, coin operated meter on a pole and intends to install a smart metering system that is cost effective and allows for efficient and safe enforcement by the City and convenience for the users.

Sub-Surface Encroachment. In consideration for the additional (non-code required) public parking offered by the developer, the Agency and the City approved the concept of a sub-surface encroachment for the office parking to extend into the public right-of-way (subject to a utilities and topographic/boundary survey). All of the required parking for the office condominiums is proposed to be in a subterranean garage, portions of which encroach into the public right-of-way - up to 10 feet on a portion of Washington Boulevard and up to 12 feet each on Meier Street and Moore Street.

The utilities survey supplied by the developer and reviewed by the Public Works Department revealed that there are no utilities or infrastructure in the encroachment area and that there would not be an adverse affect to the public right of way. A street title search also was obtained which verified the Agency owns the underlying fee title out to the centerline of the streets. This ownership will transfer to the developer once escrow between the Redevelopment Agency and the developer closes.

The DDA requires that prior to the issuance of a Building Permit, a Subterranean Encroachment Agreement with all appropriate legal descriptions of the project area and the sub-surface encroachment area be executed by the City, the Redevelopment Agency and the developer.

Traffic and Circulation

A traffic analysis was conducted for the project by Hirsch/Green Transportation Consulting, Inc. and reviewed and accepted for scope and content by the City's Traffic Engineer as well as the City of Los Angeles Department of Transportation.

The Traffic analysis evaluated the existing (year 2008) and forecast future (year 2011) conditions at nine intersections in the vicinity of the project site during both the AM and PM peak hours. One of the nine intersections studied (Washington Boulevard and Lincoln Boulevard) is located in the City of Los Angeles. In addition to these nine study intersections, an investigation of potential project traffic impacts to five residential streets adjacent to or near the project was conducted. The traffic analysis estimated that the project would generate 620 net new daily vehicle trips, including 56 net trips during the AM peak hour, and 63 net trips during the PM peak hour. The traffic analysis concluded that the amount of trips generated as a result of the proposed development does not exceed the threshold for significance for levels of service (LOS).

The results of the traffic analyses indicate that the proposed project would not significantly impact any of the study intersections, nor would it produce sufficient net new traffic to create significant impacts to any of the adjacent local/residential streets, or to the area's regional arterial roadways and freeways. As a result no off-site traffic mitigation measures are warranted for the project.

Although not specified or required as a mitigation measure in the traffic analysis, the proposed project is required by the Public Works Department to improve the existing curb returns at the northeast corner of the Washington Boulevard and Moore Street, and at the northwest corner of Washington Boulevard and Meier Street from the current approximately 15-foot radius to a larger 25-foot radius. These improvements will allow for easier turns between these local streets and Washington Boulevard, and help improve traffic flow in the project vicinity.

The loading area for the project is proposed to be on-street at curbside adjacent to the project's frontage on Moore Street as permitted by the Zoning Code. The City Engineer/Public Works Director reviewed the proposed curbside loading and determined it met Public Works' standards and does not anticipate significant operational or access issues. A condition of approval to the proposed project requires the applicant to process the curbside loading request through the Engineering Division and to make necessary curbside demarcations as required by the City Engineer/Public Works Director.

Access to the surface parking lot will be provided through an entry-only driveway on Moore Street, and by a two-way (entry and exit) driveway on Meier Street. Access to the subterranean parking will be from a two-way driveway on Moore Street, immediately north of the surface parking lot driveway. No access from the public alley is proposed. The proposed access locations are anticipated to operate adequately, with no external vehicular queuing on the fronting streets, and no significant internal queuing within the parking areas. Visibility for drivers entering or exiting the site driveways is not anticipated to be a concern. Vehicles entering the site's driveway are provided with adequate maneuvering room both along the fronting streets and within the site itself. Site distance and driver visibility of oncoming vehicles at the site exits are also acceptable. Any structure or fence at driveway locations will not exceed "eye height" of exiting drivers, and site lines will not be affected.

Security

The project will be secured with a 7' high fence along the alley or back side of the project site. An overhead security gate at the ramp to the subterranean parking is provided. The surface public parking area is to remain open. The project through its CC&Rs will include an owners association that will actively manage and provide surveillance of the site. In addition, the Police Department will conduct regular parking meter enforcement of the site. In the event

that security issues arise, the DDA grants the City the sole discretion to install any improvement to provide additional security for the parking area.

Area Compatibility

The proposed commercial development is located along Washington Boulevard, one of the major and significant commercial corridors in the City. The General Plan Designation for the subject property is General Corridor, which is intended for medium scale commercial uses to which patrons travel primarily by car. Commercial uses are located to the south, east and west of the site. The building height permitted at the site is consistent with that permitted on those neighboring properties, which are also zoned commercial.

The uses to the north behind the 15' public alley are multiple family residential located in the City of Los Angeles. The alley at the rear of the subject property will provide a buffer between the site and the adjacent residential properties, providing a transition from the residential properties to the commercial property.

The project will provide adequate parking on the site, in excess of the code requirements, and the traffic generated by the project is not anticipated to cause a significant impact to the existing or projected traffic levels in the area. Therefore, the proposed development will be compatible with the uses in the vicinity.

The proposed project represents the first major initiative of the Redevelopment Agency along West Washington Boulevard. In June 2007, the Redevelopment Agency approved a multi-faceted redevelopment approach for the area called Area Improvement Plans (AIP's). The fundamental purpose is to stimulate area private investment and set a high design standard for future development. The distinctive project design has the potential to become a landmark building for this area of the City. The project's high caliber of design will be complemented by other nearby Agency activities; in particular, the proposed development of the Agency-owned properties at the intersection of Washington Boulevard and Centinela Avenue, and the West Washington Area Improvement Plan, Phase I which will enhance the adjoining streetscape on Washington Boulevard.

Parkway and Median Landscaping Improvements

The project site is vacant, undeveloped and contains no landscaping. In the parkway within the public right-of-way of Washington Boulevard, there are two side by side palm trees located near the southwest corner of Washington Boulevard and Moore Street. In the parkway on Moore Street, there are two palm trees set approximately 20 feet to 25 feet apart. There are no street trees along the Meier Street parkway. The existing palm trees are to be removed due to the sub-surface encroachments discussed above. The street trees (primarily palm trees) in the vicinity of the project site along the Washington Boulevard corridor were planted over 40 years ago. The tree planting in this area is not coherent and is randomly located. The parkways often lack the provision of street trees and/or healthy ground cover and there are no planted medians.

The West Washington Area Improvement Plan will incorporate a new landscape design for the portion of Washington Boulevard between Beethoven Street and Wade Street. To assist in this effort, the landscape architectural firm of Troller Mayer Associates, Inc. was selected by the Redevelopment Agency on July 7, 2008, to design a new landscaped median for these blocks along Washington Boulevard which includes the subject site. The goal of the effort is to create a pedestrian and environmentally friendly streetscape.

In consultation with Planning and Public Works staff, the applicant has proposed improvements to the public parkway including new sidewalks and new parkway landscaping that will provide visual uniformity and enhancements to the project's streetscape. The

parkway landscape enhancements include decorative concrete sidewalks, parkways and the addition of six new street trees with metal tree grates and flowering shrubs planted on either side of the street trees. The street trees will be of a species that is broad spreading, pedestrian scale, shade type tree that will be installed approximately 20-25 feet apart. The concept of new pedestrian scale street trees for the proposed project were reviewed and supported by the City's Landscape Architect (Parks Manager) and the Public Works Department, which is responsible for overseeing street trees on the public way. The preliminary landscape plan identifies three species options for the street trees that fit within this criterion. The exact type of street tree to be selected will be determined as part of the Final Landscape Plan to be reviewed by the Planning Manager, Parks Manager and the Public Works Department.

Subdivision

Because the project is intended for sale as an office and retail condominium development, an airspace subdivision is required. There will be 26 commercial office condominium units. The Public Works Department has reviewed the proposed condominium subdivision (Tentative Tract Map No. 65473) and found it to be in compliance with State and local regulations. The developer indicates that the retail area may also be sold as condominiums space if demand warrants.

ACOR and Community Meetings

The applicant made an effort to present the proposed project to area businesses and residents at three public meetings and to the Redevelopment Agency's citizen advisory group, the Advisory Committee on Redevelopment (ACOR). ACOR is comprised of nine community members who are residents or business owners in Culver City and are appointed by the Redevelopment Agency. Upon review of the presentation, at their July 10, 2008 meeting, ACOR unanimously approved a resolution advising the Planning Commission of its unqualified support for the project and recommending that it be approved (See Attachment No. 5, Resolution of Support).

The applicant also held community meetings for the neighbors living near the project. On July 15, 2008, at Culver West Park with approximately 40-45 people in attendance the developer and architect presented project plans and responded to questions. This meeting included residents from the Culver Triangle Association, Herbert Street Association and Culver West Neighborhood Association. Attachment No. 6 is summary of the meeting attendees' questions and comments. In general, the attendees of the meeting expressed their strong support for the project.

The applicant also made a presentation before City of Los Angeles community groups including the Mar Vista Community Council, Land Use Committee at the Mar Vista Library on July 15, 2008, and the Del Rey Neighborhood Council, Land Use Committee on July 25, 2008. The community members at the meetings generally expressed their support and the project was well received by those in attendance.

CONCLUSION:

Staff has worked closely with the applicant from the project inception to guide its design in order to meet Zoning Code requirements, address potential community concerns and create a commercial development that promotes area redevelopment goals and is consistent good

planning practice. Based on the analysis contained herein staff believes the findings for a Site Plan Review, Tentative Tract Map, and Administrative Use Permit can be made as outlined in proposed Resolution No. 2008-P009 (Attachment No. 7) and recommends project approval.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) guidelines a Negative Declaration has been prepared; the project has been determined to have less than significant impacts on the community. The project is consistent with the Zoning Code regulations, and the traffic study determined that expected increased traffic will be below thresholds of significance.

ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Approve the application with the recommended conditions of approval if the application is deemed to meet the required findings.
2. Approve the application with additional or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.
3. Disapprove the application if it does not meet the required findings.

ATTACHMENTS:

1. Project Summary
2. Area Map
3. Draft Initial Study/Negative Declaration dated July 17, 2008
4. Traffic Analysis prepared by Hirsch Green, Inc., dated April 2008.
5. ACOR Resolution No. 2008-ACOR-001, dated July 10, 2008
6. Summary Notes of July 15, 2008 Community Meeting at Culver West Park
7. Draft Resolution No. 2008-P009 (SPR P-2008079, TTM P-2008080, and AUP P-2008078)
8. Development Plans date stamped July 29, 2008 and Tentative Tract Map No. 65473.