

# Culver CITY

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## INTEROFFICE MEMORANDUM

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**DATE:** February 13, 2012  
**TO:** HONORABLE COUNCIL MEMBERS  
**THROUGH:** John Nachbar, City Manager  
**FROM:** Sol Blumenfeld Community Development Director  
Thomas Gorham, Planning Manager  
**SUBJECT:** Report on City of Los Angeles Mixed Use Development –  
9901 Washington Blvd

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The City Council has inquired about a City of Los Angeles mixed use development located at 9901 Washington Boulevard (southwest corner of Hughes and Washington). The proposed project was approved by the Los Angeles Planning Commission on February 9, 2009 and the Los Angeles City Council on July 13, 2009. Given the time since the approval of the project entitlements by the City of Los Angeles, those entitlements are now vested.

Staff has monitored the project since the project application filing in 2008. At that time, the project developers, 9901 Luxe, LLC, provided Culver City staff with a set of plans and a written project description. The Developer hosted a project open house on August 12, 2008 at the project site where the developers presented renderings and plans. Culver city staff attended the two public hearings on December 12, 2008 and February 9, 2009. On September 17, 2008 and December 3, 2008 staff provided informational memos to the City Council providing an overview and analysis of the proposed project as summarized below:

### Project Description:

The project involves the demolition of the existing 2-story – 42,386 sq ft above ground portion of the movie theater building with existing subterranean garage to remain and construction of a new 6-story; 90 foot high to top of parapet and 95 foot high to top of stair tower; 158,367 sq ft mixed use development with 131 dwelling units including 11 affordable units and 12,148 sq ft ground floor commercial uses; 3 existing subterranean parking levels to remain providing 146 required residential and 45 required retail parking for a total of 191 spaces.

Project Statistics:

- The project site totals 39,103 sq ft in area or 0.90 acres.
- Approved density with Density Bonus: 146 du/acre
- Allowed Density Under New Zone (Prior to Density Bonus): 108 du/acre
- Residential Parking Rate: 1 parking space/1-bedroom units (116 one-bdrm units) and 2 spaces/2-3 bedroom units (9 two-bdrm and 6 three-bdrm units) = 146 spaces
- Proposed Commercial Parking Rate: 1 space per 270 sq ft = 45 spaces
- Ground Floor Washington Blvd Frontage Setback: 5 to 20 feet

Approved City of Los Angeles Project Entitlements:

- Zone Changes – A change to property zoning from Commercial and Multi-Family Residential and Parking to a Residential/Accessory Service zone which is needed to allow the proposed mixed use project and would make the site consistent with General Plan Land Use Designation and will result in uniform zoning for entire site (per the City of Los Angeles General Plan mixed use is encourage in the area).
- Zone Variance – A variance allowing reduced drive aisle and parking stall widths in order to seismically upgrade structural columns in the existing subterranean garage.
- 35% Density Bonus – A density bonus allowed under State law providing 35% density increase with 11% (11 units) of the permitted 97 pre-density bonus dwelling units reserved for Very Low Income, and 35% increase in floor area ratio.
- Site Plan review – Required for project with 50 or more dwelling units.

Project Analysis:

- Dunn Drive is a designated Local Street at 47 feet in width; however at its widest point it is 50 feet (at the north end); the portion of Dunn Drive fronting project will be widened to 50 feet.
- Building Height – 6 stories / 90 feet.
- Surrounding Building Height - Sony building south of site is 110 feet from street grade to roof deck and 130 feet from street grade to top of mechanical penthouse and property north of site is a seven-story structure; other surrounding sites have one to two story structures. The Brotman Hospital contains eight-story structures.
- Pedestrian Impacts - The project would create new users of Culver City Downtown amenities (all within walking distance) and within walking distances of Downtown Culver City including Trader Joes Market. Project follows L.A.'s

“Walkability” Checklist – for example: with ground floor Washington Blvd frontage setback of 5 to 20 feet, there will be a widened sidewalk that allows for a greater pedestrian experience.

- Transportation - It is near major bus transit routes (Venice and Washington Blvds.) and.
- It is not near single family neighborhoods and commercial buildings shield it, to a certain extent, from view.
- Housing Impacts – Provides new affordable units for employees in Culver City improving the Jobs/Housing ratio and adding to the workforce housing stock.
- Parking - The stall dimension reductions due to the increase in column widths would not affect car doors when opened because columns are located at the end of the parking stalls and parking stall widths have been increased beyond code requirements wherever possible given the parking structure configuration. The reduced aisle width is at column locations only.
- At the request of Culver City Public Works Dept, the applicant will close the break in the medium island on Washington Blvd which currently allows eastbound access to the site off of Washington Blvd.
- Site Access - The site will accessed solely off of Dunn Drive and there will be no driveways off of either Washington Blvd or Hughes Ave.
- Traffic Impact analysis (April 4, 2008) to City of L.A. stated that the proposed project will result in the following vehicle trip changes:
  - 24 hours- a decrease of 1,538 trips from prior uses
  - Morning peak hour – an increase of 32 trips from prior uses
  - Afternoon peak hours – a decrease of 96 trips from prior usesThese results are below the City of L.A.’s thresholds for requiring Traffic Impact Studies – 500 trips per day and 43 trips per hour during peak hours; the project did take credit for the existing retail and theater uses.
- Culver City Public Works Department agreed with the April 4, 2008 letter and requested the medium break along Washington Blvd be closed since the project will not have any access off of Washington Blvd – application materials indicate this will be done.

#### Next Steps:

The project is currently in the building permit plan check phase, with construction anticipated to begin this spring. Staff will continue to monitor the project as to its compliance with all conditions of approval imposed by the City of Los Angeles to ensure that the construction activities and the project do not adversely impact Culver City.