

MEETING DATE: **11.12.12**

AGENDA ITEM: Introduction of an Ordinance Amending the Culver City Zoning Map, as referenced in Title 17, Zoning, of the Culver City Municipal Code, Section 17.200.015, establishing the Washington National Transit Oriented Development Planned Development (PD) Zone - No. 11

ATTACHMENTS

	<u>Pages</u>
1. Proposed Ordinance and Exhibit A, Zone Change Map and Exhibit B, Washington National Planned Development Zone No.11 provisions	1-48
2. Project Conceptual Plan	49-58
3. Planning Commission Staff Report and Adopted Resolution No. 2012-P012 (without attachments)	59-83
4. Correspondence	84

ORDINANCE NO. 2012-_____

AN ORDINANCE OF THE CITY OF CULVER CITY, CALIFORNIA, AMENDING THE CULVER CITY ZONING MAP, AS REFERENCED IN TITLE 17, ZONING, OF THE CULVER CITY MUNICIPAL CODE, SECTION 17.200.015, ESTABLISHING PLANNED DEVELOPMENT ZONE NO. 11, FOR THE WASHINGTON NATIONAL TRANSIT ORIENTED DEVELOPMENT SITE, LOCATED AT THE NORTHWEST CORNER OF WASHINGTON BOULEVARD AND NATIONAL BOULEVARD, ADJACENT TO THE CULVER CITY EXPOSITION LIGHT RAIL TRANSIT STATION.

(Zoning Code Map Amendment, ZCMA P-2012085)

WHEREAS, the City of Culver City (the "Applicant") initiated an amendment to the official Culver City Zoning Map, as referenced and established in Section 17.200.015, Title 17 of the Culver City Municipal Code (the "Zoning Code"), to rezone the property located at the northwest corner of Washington Boulevard and National Boulevard more fully described as: i) that portion of Tract No. 5461, owned by the City of Culver City, and described as a portion of Lot 19 and 20, and all of Lots 21 through 52, inclusive; ii) that portion of Exposition Boulevard, owned by the City of Culver City, 40' in width extending northwesterly from Washington Boulevard to the common City boundary line of the City of Culver City and the City of Los Angeles; and iii) the northerly 91' of that 150' wide parcel, owned by Los Angeles County Metropolitan Transportation Authority (LACMTA), that extends northwesterly from Washington Boulevard to the common City boundary line of the City of Culver City and the City of Los Angeles, in the City of Culver City, County of Los Angeles, State of California (collectively, the "Site") from Industrial General (IG) and Transportation (T) to Planned Development (PD), as set forth in Exhibit "A", Zone Change Map, attached hereto; and

WHEREAS, the establishment of a PD Zone with related goals, objectives, development and land use standards, and requirements for the entitlement process, as set

1 forth in Exhibit "B" attached hereto, will allow for the future development of the Site for a
2 Transit Oriented Development (TOD) comprised of a mix of compatible land uses including
3 office, retail, restaurant, hotel and residential, adjacent to the Culver City Exposition Light
4 Rail Transit Station (the "Expo Transit Station"); and

5 WHEREAS, on October 4, 2012, after conducting a duly noticed public hearing on the
6 subject application, including full consideration of the application, plans, staff report,
7 environmental information and all testimony presented, the Planning Commission adopted
8 Resolution No. 2012-P012, recommending to the City Council approval of Zoning Code Map
9 Amendment, ZCMA P-2012085, recommending to the City Council approval of Zoning Code Map
10 Amendment, ZCMA P-2012085 for Planned Development Zone No. 11; and

11 WHEREAS, on November 12, 2012, after conducting a duly noticed public hearing on
12 the subject application, including full consideration of the application, plans, staff report,
13 environmental information and all testimony presented, the City Council by a vote of ___ to
14 ___, adopted Zoning Code Map Amendment, ZCMA P-2012085, for Planned Development
15 Zone No. 11, as set forth herein below.

16 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,
17 CALIFORNIA, RESOLVES AS FOLLOWS:

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

20
21 **Zoning Code Map Amendment for Planned Development Zone No. 11:**

22 As outlined in CCMC Title 17, Section 17.620.030.A, the following required findings for a
23 Zoning Code Map Amendment are hereby made:

- 24
25
26
27 **1. The proposed amendment ensures and maintains internal consistency with the**
28 **goals, policies and strategies of all elements of the General Plan and will not**
29 **create any inconsistencies with this Title, in the case of a Zoning Code**

Amendment

The proposed Zoning Code Map Amendment ensures and maintains internal consistency with the goals, policies and strategies of the General Plan. Specifically, the Zoning Code Map Amendment will change the zoning of the Site from the IG and T zones to a PD zone and will make the Site consistent with the General Plan Land Use "General Corridor" designation.

The proposed zone change will allow for future development of the Site for a TOD comprised of a mix of compatible land uses including residential, office, retail, restaurant, hotel, and residential, adjacent to the Expo Transit Station. The proposed zone change furthers Objectives 2, 4, 5, 6, 8, 10 and 12 of the General Plan Land Use Element by establishing development standards that would provide additional housing, quality living and pedestrian environments, promote economic vitality with neighborhood serving retail and fine restaurants, allow for creative office type uses, enhance visual quality by utilizing sustainable urban design principles and providing streetscape improvements along commercial corridors. The proposed Zoning Code Map Amendment will not result in inconsistency with the General Plan.

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

The proposed Zoning Code Map Amendment is not detrimental to the public interest, health, safety, convenience or welfare of the City. The proposed zone change from Industrial General and Transportation to Planned Development Zone No. 11 with related goals and objectives, development and land use standards and requirements for the entitlement process, will implement a future TOD on the Site through the review and approval of a Comprehensive Plan while mitigating any potentially significant development impacts. The PD zoning designation will create a unique, pedestrian oriented development that fits within surrounding commercial and residential neighborhoods and is consistent with redevelopment goals for the area. Further, the PD zoning is intended to ensure harmonious Site development within Culver City, Los Angeles and on the LACMTA property as a model, sustainable mixed use project that effectively brings housing, shopping and employment together with transit in order to promote important goals of improved air quality and regional mobility. The PD zoning will focus the types of uses and development standards consistent with the goals and objectives of a mixed use TOD area. No health or safety hazards have been identified in the review of the proposed zone change.

3. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

Pursuant to Sections 15162 and 15168 of the CEQA Guidelines, the proposed Zoning Code Map Amendment is within the scope of the Culver City General Plan Update Program EIR approved on September 24, 1996 (PEIR 1) and the Culver City Redevelopment Plan Amendment and Merger Program Subsequent EIR approved on

November 16, 1998 (PEIR 2). The circumstances under which PEIR 1 and PEIR 2 were prepared have not significantly changed and no new significant information has been found that would impact either PEIR 1 or PEIR 2; therefore, no new environmental analysis is required.

As outlined in CCMC Title 17, Section 17.620.030.B, the following additional required finding for a Zoning Code Map Amendment is hereby made:

4. The sites are physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for the requested zoning designation(s) and anticipated land use development.

The current request is for a Zoning Code Map Amendment to establish a PD Zone. The proposed PD Zone will establish development standards that will allow for future development of a mixed use TOD development that includes retail, hotel, office, residential and open space uses. This is the first step of a two-step approval process.

The second step involves the submittal and approval of a Comprehensive Plan that will detail the specific Site design, circulation, parking, land uses, building intensity, architecture, open space, public spaces and plazas and identify environmental impacts and related mitigation measures through the project environmental analysis and submittal of technical studies. City review and analysis of the Comprehensive Plan application after the PD Zone is established will ensure that future development on the Site is designed with adequate access, compatible with adjoining land uses and capable of providing utilities that will serve a proposed development.

There are no current physical constraints on the Site as it is developed temporarily with a surface parking lot for the Expo Transit Station. Prior to the parking lot, the Site was developed with various warehousing, commercial and retail uses. The Site is mainly accessed off of Washington Boulevard and National Boulevard. The Site is void of any building structures except for the Exposition Light Rail Transit line and station and related appurtenances. The surrounding areas are expected to be developed with mixed use, office, and retail uses. The establishment of a PD zone includes development standards that allow for mixed uses while restricting other uses that are not compatible with a TOD neighborhood thereby ensuring compatibility with anticipated land use development in the TOD area.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council of the City of Culver City, California, hereby adopts Zoning Code Map Amendment, ZCMA P-2012085, establishing Planned Development Zone No. 11, as set forth in Exhibits A and B, attached hereto and made a part thereof.

1 SECTION 3. Pursuant to Section 619 of the City Charter, this Ordinance shall take
2 effect thirty (30) days after the date of its adoption. Pursuant to Sections 616 and 621 of the
3 City Charter, prior to the expiration of fifteen days after the adoption, the City Clerk shall
4 cause this Ordinance, or a summary thereof, to be published in the Culver City News and
5 shall post this Ordinance or a summary thereof in at least three places within the City.
6

7 SECTION 4. The City Council hereby declares that, if any provision, section,
8 subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared
9 invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason
10 of any preemptive legislation, then the City Council would have independently adopted the
11 remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this
12 ordinance and as such they shall remain in full force and effect.
13
14

15 APPROVED and ADOPTED this _____ day of _____, 2012.
16
17

18 _____
19 ANDREW WEISSMAN, Mayor
20 City of Culver City, California

21 ATTEST:

22 APPROVED AS TO FORM:

23 _____
24 MARTIN R. COLE, City Clerk

25 A12-00955

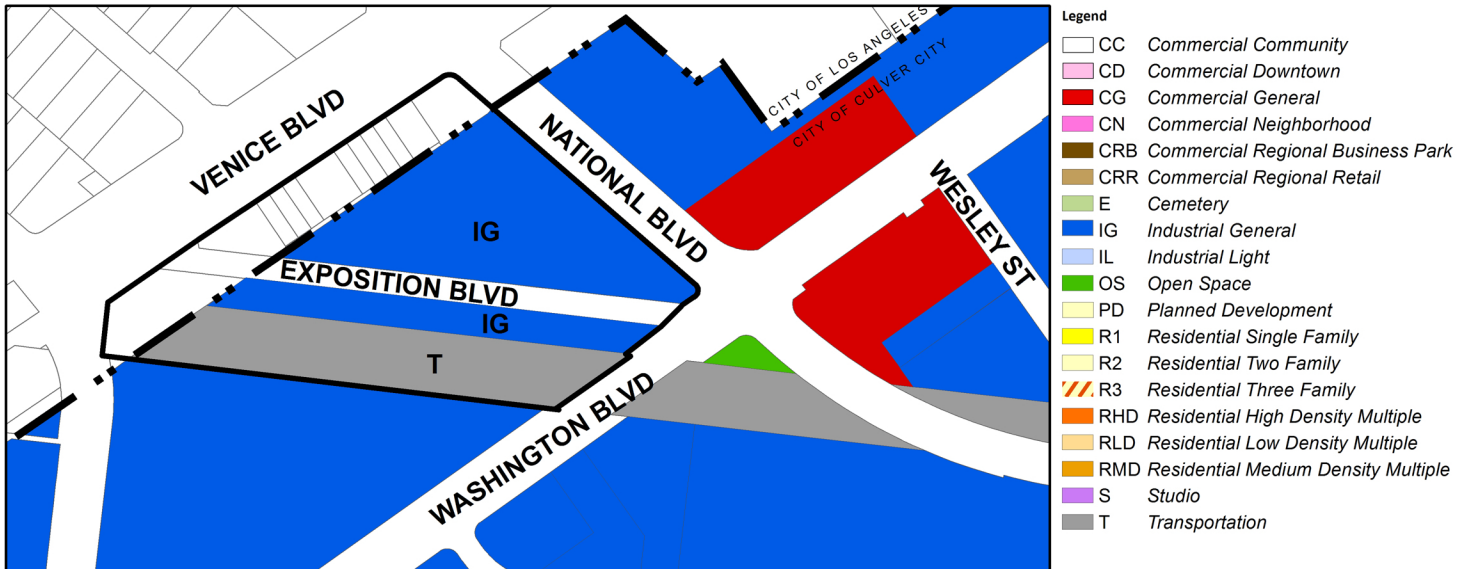
26 _____
27 CAROL A. SCHWAB, City Attorney
28
29

EXHIBIT A

Ordinance No. _____

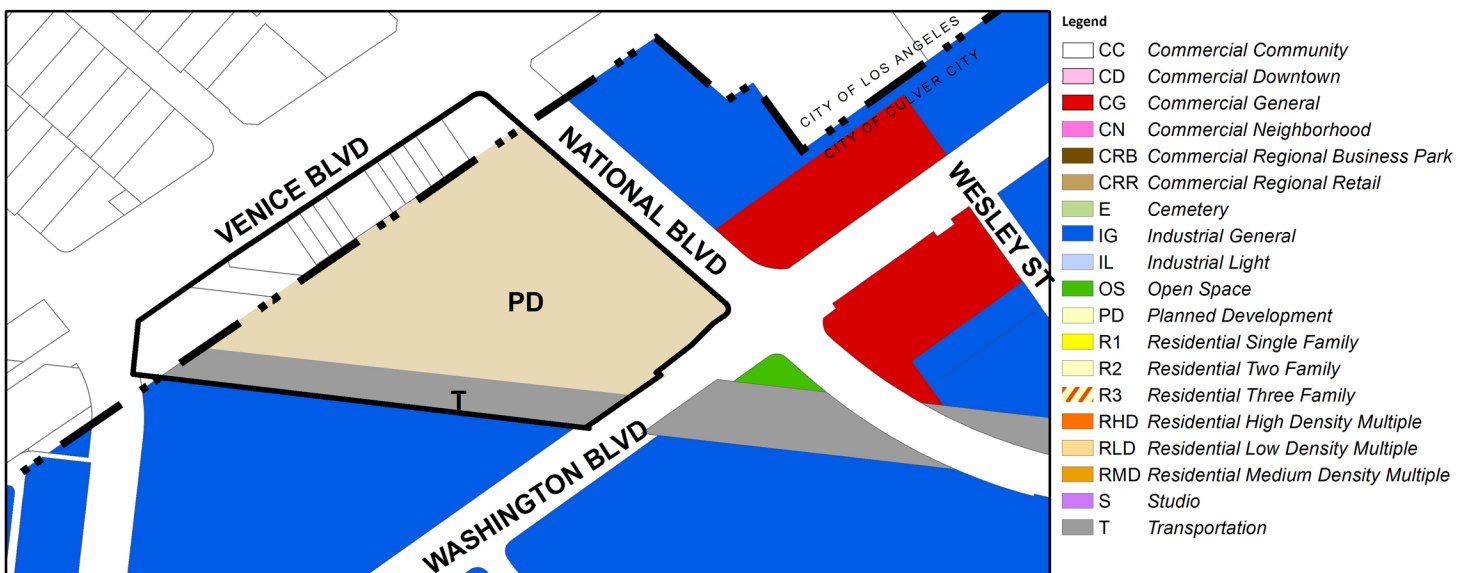
Washington National Zoning Code Map Amendment
(ZCMA P - 2012085)

Existing Zoning (Industrial General and Transportation)



Project Site

Proposed Zoning (Planned Development)



Project Site

PLANNED DEVELOPMENT ZONE NO. 11 WASHINGTON NATIONAL TRANSIT ORIENTED DEVELOPMENT

I. Purpose and Intent

Culver City is seeking to encourage development of the Washington National Transit Oriented Development (TOD) site (the "Site") as a model, sustainable mixed use project that effectively brings housing, shopping and employment together in order to promote important goals of improved air quality and regional mobility. The City wishes to encourage transit oriented development, while mitigating any potentially significant development impacts through establishment of a Planned Development (PD) Zone. The Site is located within two cities, Culver City and Los Angeles, and within the jurisdiction of the Los Angeles County Metropolitan Transit Authority (LACMTA).

The purpose of the Washington National TOD Planned Development (PD) Zone No. 11, ZCMA-P2012085, (the "Washington National PD Zone"), is to establish development standards, allowable land uses and permit requirements for the Site, while mitigating any potentially significant development impacts. Such PD zoning designation lays the foundation for the future development of the Site with a mix of compatible land uses including office, retail, restaurant, hotel and residential adjacent to the Exposition Light Rail Transit (LRT) Station, thereby encouraging use of convenient alternative transportation. The zoning designation is also proposed to create a unique, pedestrian oriented development that fits within the surrounding commercial and residential neighborhoods and is consistent with redevelopment goals for the area. Further, the PD zoning is intended to ensure harmonious Site development within Culver City, Los Angeles and on the LACMTA property.

Pursuant to Chapter 17.240, Planned Development Zoning Districts, and Chapter 17.560, Comprehensive Plans, of Title 17, Zoning, of the Culver City Municipal Code (the "Zoning Code"), the PD Zone will be implemented upon future Planning Commission and City Council approval of a Comprehensive Plan submitted by the project developer for development of the property. The portion of the Site located outside of Culver City will be rezoned through separate but coordinated action by the City of Los Angeles.

The Washington National PD Zone supplements, augments, and focuses the goals, policies and objectives of the various planning documents affecting the Site. In addition to the standards established herein, development of the Site must comply with all other applicable procedures, provisions, rules, regulations and requirements set forth in the Culver City Municipal Code (CCMC), including the Zoning Code, the City's General Plan and all implementation studies for the Washington National TOD area.

II. History and Background

Since 2005, the City has assembled the 31 separate parcels which comprise the Site and worked with LACMTA to incorporate their right-of-way into the future development of the Site. The City has also extensively studied various transit oriented development scenarios and prepared related financial analyses to ensure that the TOD project is both financially feasible and reflects good planning practice. The following goals which have emerged from this process are central to redevelopment of the Site.

A. Goals:

1. Create a horizontally and vertically integrated, pedestrian oriented, mixed use, transit oriented development (TOD) that incorporates office, retail, restaurants, hotel and housing.
2. Create a regional destination that provides regional benefits related to jobs and housing.
3. Promote the LRT connection to USC, Staples Center and Downtown Los Angeles and Downtown Culver City.
4. Fulfill the goal of transit oriented development by bringing shopping, housing, and employment together to advance the goals of regional air quality and mobility for the city and region.
5. Utilize a multi-jurisdictional approach to development involving LACMTA, the City of Los Angeles, Cal Trans and Culver City to reduce development costs and maximize parking and development opportunities.
6. Coordinate land use planning, streetscape design, entitlements, permit issuance, inspections and encroachments between Culver City and Los Angeles.
7. Provide a model sustainable development with integral solar technology and other green building features for natural lighting, heating and cooling, and organize the Site plan to reflect sustainable objectives.
8. Incorporate planned roadway widths and street dedications to allow ample right of way for wide sidewalks, landscaping, pedestrian amenities and bike paths or sharrows.
9. Avoid podium parking along streets and sidewalks and encourage walkability in and around the Site.

10. Connect the TOD with Culver City's Hayden Tract, Arts District and Downtown, with bike lanes, sharrows and shuttle service.
11. Encourage design that is fitting with the neighborhood scale and compliant with the City's development standards.
12. Consider opportunities for gateway features visually connecting TOD properties to the east and south.
13. Promote project livability with a large, central, useable park space that communicates with surrounding Site uses and provides turf areas to read or toss a ball, supporting both active and passive recreation.
14. Develop attractive, wide, tree-lined sidewalks along the project street frontage that accommodate pedestrian and ground level retail uses.
15. Provide ample setbacks for outdoor dining, seating, colonnades, trellis structures and other amenities that support ground level retail and pedestrian use.
16. Develop small scale ground level retail (not big box format).
17. Incorporate a boutique hotel as part of development program.
18. Maximize place-making potential for the project with creative design, attractive Site amenities and a unique transit plaza connecting the second story LRT platform to shops and plazas below.

III. Definitions

For the purposes of the Washington National PD Zone, the following definitions shall apply:

1. Alternative Transportation Modes/Alternative Modes of Travel
Any means of travel that serves as an alternative to the single-occupant vehicle. This can include public transit, bicycling, walking, and all forms of ridesharing such as carpooling.
2. Bicycle Friendly
Development that provides ample opportunities for bicycle parking and storage throughout a project. Such parking may be located within subterranean parking areas to accommodate long-term bike parking for commuters, residents or hotel guests and above grade short term bike parking along street frontage and elsewhere on site.

3. Community Benefits

A zoning tool providing community improvements in exchange for the ability to develop property more intensively, pursuant to Zoning Code Section 17.400.065, Mixed Use Development. Community Benefit zoning uses a base density and other typical development standards, but permits the density standards to vary when a project provides certain specified public benefits. The development incentive allows the community to achieve particular goals, such as supplying excess parking or open space when needed beyond what is required by code to address community concerns. Community Benefits are established by City Council resolution.

4. Community Facilities District

A community facilities district (CFD) is a financial tool available to commercial property owners within the Washington National PD Zone to help fund public infrastructure improvements and services which may utilize bond finance to amortize improvement and maintenance costs.

5. Community-Serving Commercial: Retail

Uses that serve a citywide or community market area including retail stores and restaurants of less than 1,500 square feet.

6. Comprehensive Plan

The zoning and development process identified in Zoning Code Chapters 17.240 and 17.560 that allows for flexibility in the application of zoning standards to a proposed development in order to allow consideration of innovative site planning and other aspects of project design to more effectively respond to site features, special land uses, impacts to surrounding properties and other planning considerations.

7. Creative Office

Any business or enterprise, professional or non-professional, primarily concerned with the creation, development, production, research, service or supply of ideas, content, product or services to, by or for use as, in, or with software, games, motion pictures, television, audio, video, photography, architecture, engineering, aeronautics, motorized and non-motorized vehicles, medical, bio-tech or other technology, excluding on-site consultation, manufacturing, retail sales, fitting or installation except where incidental to the primary business activity.

8. Developer

Any person, association, partnership, firm, corporation or public entity identified as the holder of title on any property as shown on the records of the City Clerk or on the last assessment roll of the County of Los Angeles, as applicable. For purposes of this section, the term Owner shall also refer to an appointed representative of an association, partnership, firm, corporation, or public entity which is a recorded Owner.

9. Development:
The physical alteration of any parcel or area of land, including buildings, structures, grading and other related changes by any private person or entity and/or by any public body or agency.
10. Development Program
The proposed complement of building use and gross building area identified for the development of a site.
11. Expo Parking
The complement of project parking dedicated to Expo ridership in Phase One and Phase Two Expo operations.
12. Green Building Standards:
The 2010 California Green Building Standards Code (CGBSC), also known as the CalGreen Code, and CCMC Sections 15.02.1100, et seq. (Culver City's Green Building Program and Requirements), shall collectively be referred to as Green Building Standards. These Codes are intended to improve public health, safety and general welfare through use of sustainable building methods having reduced negative environmental impacts via: 1) sustainable site planning; 2) safeguarding water and water efficiency; 3) energy efficiency and renewable energy; 4) conservation materials and resources; 5) indoor environmental quality; and 6) innovation and design.
13. Ground Level Retail
Small format retail that is located at the ground level of the Site and includes neighborhood serving uses.
14. LACMTA
Los Angeles County Metropolitan Transportation Authority.
15. LACMTA Option and Perpetual Easement Agreement
An Option and Perpetual Easement enter into September 29, 2011 between the City and LACMTA for the purpose of carrying out redevelopment of the easterly 91 feet of the LACMTA right-of-way to provide mutually agreed upon parking and development improvements.
16. Landscaping
The complement of Site planting designed to maximize sustainable building concepts and enhance the project through use of landforms, on grade and above grade planters, arbors, vines, trellises and groupings of trees, shrubs and groundcovers within open space areas.

17. Light Rail Transit (LRT)

Light Rail Transit is a mode of transportation that operates passenger vehicles carrying up to 200 passengers with single cars or up to three cars. The vehicles travel on rails, in streets or on exclusive rail rights-of-way.

18. Live/Work

A building and use type where residential and nonresidential uses (excluding retail) coexist within one contiguous unit. The occupant of a live/work unit both lives and works within the live/work unit. A live/work unit may include an elevated loft component.

19. Mixed Use

Mixed use projects combine commercial, residential and/or live/work uses within a physically integrated and contiguous development or building on a site. Mixed use projects can be vertically or horizontally integrated, but must have more than one use contained on the site. On a mixed use building site, businesses and housing may be mixed vertically by constructing live/work units and/or housing above commercial/retail spaces or mixed horizontally by connecting commercial, and live/work and/or residential uses adjacent to each other on the same site with pedestrian pathways, plazas and other public spaces. Commercial units (and access to residential units) are required on the ground floor adjacent to major commercial streets and on all corners adjacent to those streets. Mixed Use Development Standards are set forth in Zoning Code Section 17.400.065.

20. Neighborhood Serving Commercial

Retail that is intended to serve the needs of adjacent residential neighborhoods and nearby businesses, such as sidewalk cafes, bakeries, dry cleaners, small markets or pharmacies, accounting/professional services, and medical offices and does not include “big box” or warehouse retail uses.

21. Open Space

All graded surfaces outside of building exterior walls that are open to the sky and not used for vehicular parking and circulation and which are landscaped or hardscaped to create pedestrian paths, plazas, courts and parks

22. Park & Ride

A parking area intended for use by persons riding transit.

23. Pedestrian Friendly Development

A development style that promotes pedestrian activity by emphasizing attractively designed buildings oriented to street frontage rather than parking and which facilitates walking by customers and building users through the provision of pedestrian amenities such as benches, landscaping, special paving and wide sidewalks with shade canopy street trees.

24. Pedestrian Setback

A setback within a development that is intended to encourage pedestrian activity by providing space along street frontage for pedestrian amenities.

25. Place-making Development

Development that offers a unique collection of visual, cultural, social, aesthetic and/or environmental qualities that makes it unique and valued by residents and visitors and which may include the abutting configuration of streets, open spaces and mix of land uses.

26. Project Phasing

Development of the Site over time pursuant to the approved Development Program

27. Public Art

The requirement to provide public art on site or through an in lieu fee pursuant to the CCMC requirements of the City's Art in Public Places Program.

28. Public Plaza

The areas adjacent to buildings and situated along street frontage and within the Site that are used for gathering places, seating or outdoor dining or approved outdoor vending.

29. Right-of-Way

The dedicated area that includes roadways, medians and/or sidewalks.

30. Small Format Retail

Neighborhood serving retail that is configured with individual stores fronting adjacent streets and public plazas as distinguished from "warehouse retail" or "big box" auto-oriented retail development.

31. Streetscape

Improvements on the public right-of-way that include benches, special paving, planters, lighting, landscaping, street trees, street graphics and other street furnishing.

32. Strip Commercial Development

Development that is characterized by linear building arrangement, high volume traffic generating uses and a lack of pedestrian friendly improvements.

33. Subterranean Parking

Parking located entirely below grade.

34. Transit Oriented Development (TOD)

Commercially zoned property incorporating a vertical or horizontal mix of land uses and a variety of services within walking distances ranging from $\frac{1}{4}$ to $\frac{1}{2}$ mile of a transit station and which emphasizes pedestrian-friendly development

that reinforces the use of alternative transportation modes and walking rather than driving between destinations.

35. Transit Oriented Development District (TOD District)

Commercially zoned property located along Robertson, Venice, Washington and National Boulevards and Landmark and Wesley Streets that is located within ¼ to ½ mile from the Culver City Expo transit station.

36. TOD Parking

The required parking for the TOD District development program exclusive of required Expo parking.

37. TOD District Streetscape Plan

The public improvement plan prepared for the TOD District including decorative crosswalks, street trees, benches and other street furniture and funded on a pro rata basis among properties within the TOD District.

38. Transit Plaza

The central location designated in the LACMTA Option and Perpetual Easement Agreement to accommodate transit riders and TOD users which connects the aerial Expo Station with the TOD through stepped designed creating gathering spaces, locations for retail sales, seating and outdoor dining.

39. Transit Related Retail

Freestanding retail space of 1,000 square feet or less serving transit riders that is located in the Transit Plaza.

40. Wayfinding Signs

Coordinated signage on the public way indicating the direction of significant destinations within or outside of the TOD District that are to be installed on a pro rata basis by TOD project developers pursuant to the TOD District Streetscape Plan.

IV. Project Description

The Washington National TOD site (the “Site”) is a triangular shaped property bounded by Washington Boulevard on the south, National Boulevard on the east, Venice Boulevard on the north, and the LACMTA right-of-way on the west. A portion of the LACMTA right-of-way, exclusive of the LRT, is to be included in the Washington National PD Zone and will be part of the development parcel to be considered in the future Comprehensive Plan process to be initiated by the project Developer. (Zoning Map – Attachment No. 1). The project will include assembly of several parcels and the filing of a subdivision map. (Site Map – Attachment No. 2) The Site will also be comprised of a portion of Exposition Boulevard (now abandoned), which is to be vacated as part of the Comprehensive Plan process.

The Washington National PD Zone provides a unique opportunity to create a new place-making, mixed use, transit oriented development. The Site is strategically located adjacent to the Culver City Expo station and in proximity to Downtown Culver City, the Hayden Tract, the Helms District and Arts District. The project presents exceptional opportunities to promote transit use given its direct access to the I -10 Freeway, Venice Boulevard and proximity to the Westside of Los Angeles. (Location Map – Attachment No. 3).

The total developable area of the Site is 5.52 acres. There are 4.12 acres within Culver City and 1.37 acres within the City of Los Angeles. The LACMTA right-of-way is 1.42 acres. Culver City and LACMTA have entered into an Option and Perpetual Easement Agreement for development of a portion of the LACMTA right-of-way subject to terms and conditions that include unimpeded use and operation of the Expo LRT and the provision of Expo parking. (Site Acreage Map – Attachment No. 4)

V. Site Zoning

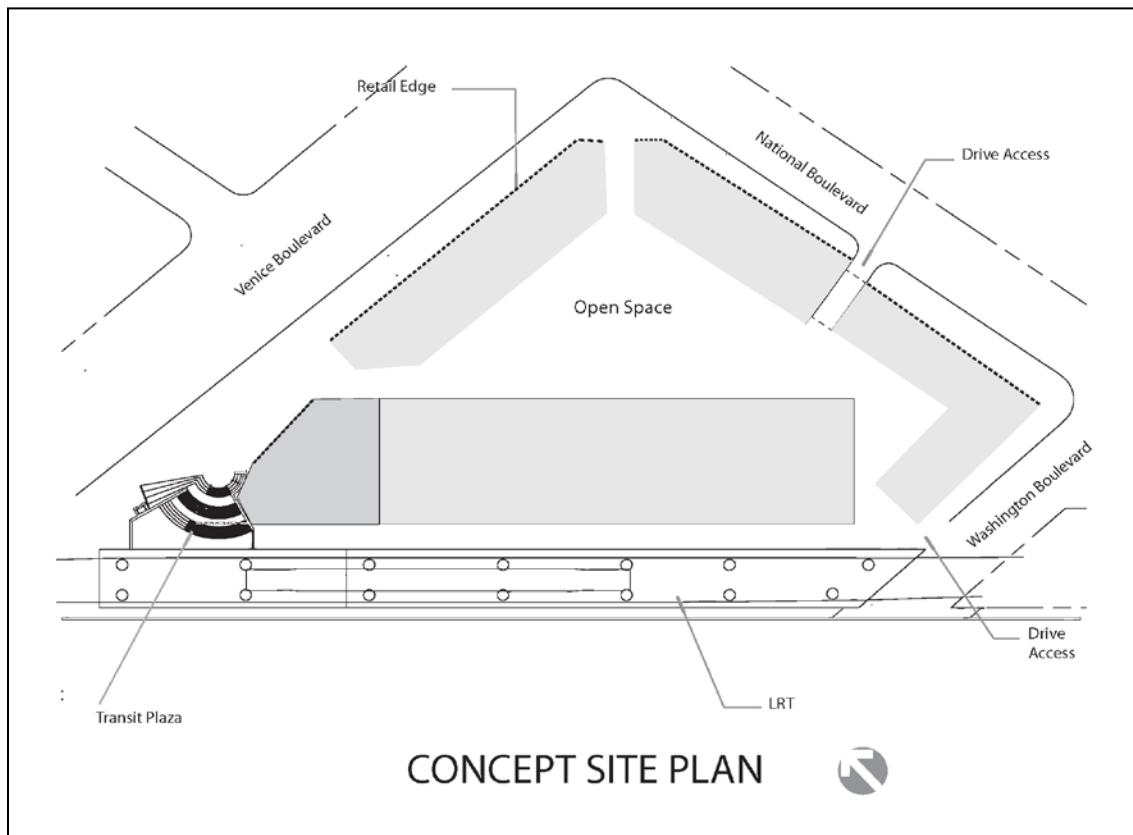
The Site is located in Culver City, Los Angeles and within LACMTA right-of-way. Consequently there are multiple zoning classifications for the Site reflecting the jurisdictions that have authority over land use. Within Culver City and inclusive of a portion of abutting LACMTA right-of-way, the property will be zoned PD. The remainder of the LACMTA right-of-way will retain a Transportation (T) zoning designation consistent with the existing transportation related uses. The portion of the Site located in Los Angeles will be zoned C2-2D including the abutting LACMTA right-of-way to comport with the Culver City zoning (Zoning Map – Attachment No. 1). The height district “D” designation will limit building height and floor area consistent with Culver City zoning. A corresponding General Plan Amendment will also be part of the Los Angeles entitlement process. (Zoning Map -- Attachment No. 1)

VI. Development Program

The PD Zone offers a range of development for the Site and provides for two development phases. The final development program will be established upon approval of a Comprehensive Plan by the Planning Commission and City Council pursuant to Chapters 17.240 and 17.560 of the Zoning Code. The project is envisioned as a low scale development ranging from three to five stories consistent with the City’s height restrictions. Achieving the optimum development program is important to ensure that the Site is appropriately sized and scaled to meet the TOD objectives of bringing compatible uses together and creating the critical mass necessary to help advance regional mobility needs. This can be done at the Washington National TOD by developing a project that entirely comports with the City’s zoning requirements and is planned with a large central open space and an

extensive network of pedestrian paths and plazas. The 5.52 acre site shall contain a maximum building coverage of approximately 55 percent, reflecting the required large central open space, transit plaza and the extensive use of public plazas and landscaped pedestrian paths within and surrounding the Site. The low Site building coverage is also determined by required parking supply.

Parking is a significant and costly constraint on development since the project parking is generally limited to two subterranean parking levels which must accommodate all required project and Expo parking. (See Project Parking section below). Further, the triangle shape of the Site is a significant development and parking constraint. While the shape of the Site significantly limits parking, building efficiency and the scope of development, incorporating LACMTA right of way through the LACMTA Option and Easement Agreements and utilizing parking encroachments to the curb line of Venice Boulevard and within National Boulevard helps alleviate the inefficiencies.



(See Range of Development Table Below)

5. Range of Development:

The PD Zone provides a range of development for each of the proposed project land uses given required open space, parking and building height restrictions. The following table summarizes the development ranges and phasing for Site development.

Land Use	Units	Sq. Ft./ Acres/Area	Rms./ Mtg. Rms.	Parking
Office	--	Min. 159,734 sq. ft. Max. 200,000 sq. ft.	--	Min. 456 Max. 572
Retail ¹ & Restaurant ²	--	Min. 25,000 Max. 85,000	--	Min. 157 Max. 329
Open Space		1/3 Acre Min.		
Site Coverage ³		55% Max.		
Residential ⁴	Min. 120 ⁵ Max. 200 ⁵	--		Min. 270 Max. 450
Hotel/Mtg.Rms. ⁶			Min. 128 Max. 148	Min. 154 Max. 175
Total Parking Demand ⁷				Min. 1,037 Max. 1,526
Total Supply Parking ⁸ (Two Levels)				Max. 1,567
Phase I Parking ^{8,9}				Min. 600 Expo
Net TOD				Min. 926 TOD
Phase II Parking ^{8,9}				Min. 300 Expo
Net TOD				Min. 1,226 TOD

1. Assume retail: 13,000 sq. ft. (min) and 73,000 sq. ft. (max).

2. Assume restaurant: 12,000 sq. ft. (min) and (max).

3. Site coverage is limited to 55% except that the coverage factor may be exceeded only by that amount necessary to accommodate building articulation, green building principles and architectural design features.

4. Project residential density is limited to 50 dwelling units per acre except pursuant to the Mixed Use Ordinance, where a community benefit is approved through the Comprehensive Plan approval process allowing up to 65 dwelling units per acre within the TOD District.

5. Residential Parking: Assume 2-3 bedroom units @ 2 per unit + 1 guest per 4 units = 2.25 per unit.

6. Hotel Parking: 1 per room + 1 per 20 rooms. Mtg. Rms: 2,000 sq. ft. @ 1 per 100 sq. ft. = 20 spaces.

7. See Attachment No. 5 for all required parking ratios.

8. 1,567 spaces are provided, but 1,526 spaces are the total required for the maximum development program. Therefore the net required with Expo parking is 926 Phase I and 1,226 Phase II.

Where parking demand exceeds supply on 2 subterranean levels, a third parking level shall be required.

9. Phase I Expo requires 600 parking spaces, Phase II Expo parking reduces to 300 spaces and permits Phase II development of the TOD.

B. Project Parking

The minimum parking supply to be provided on site is 1,567 spaces which must fully accommodate the total development program under current parking code requirements with the mix of uses and development ranges identified above. The final project parking supply and design will be established through the Comprehensive Plan approval process. Approximately 1,567 parking spaces can be supplied in two subterranean parking levels and limited at grade parking and podium parking located away from street frontage and screened from view. The subterranean parking will be accessed from major street frontage. Any additional development beyond the development ranges identified above may require additional parking supplied on a third subterranean parking level, subject to Comprehensive Plan approval. Beyond project code required TOD parking, parking must be provided for transit users, with 600 dedicated Expo spaces required in Expo Phase One and 300 spaces in Expo Phase Two. (Concept Parking Plan – Attachment No. 5)

C. Project Phasing

The TOD project phasing is influenced by Expo parking. Expo Phase One requires 600 parking spaces. In Phase Two, the required Expo parking is reduced to 300 stalls. Expo Phase Two will provide a second phase of TOD development utilizing the residual Expo parking. The Comprehensive Plan will identify the amount, type and mix of additional uses to be developed in the TOD Phase II.

VII. Development Review Process

The Washington National TOD project requires a two-step entitlement process in Culver City and a separate approval process in Los Angeles. The following describes the Culver City project approval process:

Step One: Planned Development Zoning - The first step involves re-zoning the Site from Industrial General and Transportation zones to a Planned Development zone incorporating project goals, objectives, development program, allowable uses and related development standards pursuant to Chapter 17.240 of the Zoning Code. The Planning Commission will consider and make recommendations on a proposed Planned Development resolution. The Planned Development zone is implemented through the adoption of an ordinance by City Council after consideration of the Planning Commission's recommendation. LACMTA has approved the proposed rezoning of its property. (Project Application – Attachment No. 8).

Step Two: Comprehensive Plan Review - Following enactment of the Washington National Transit Oriented Development Planned Development Zone No. 11, the second step in the process involves the approval of a Comprehensive Plan submitted by the Developer following enactment of the Site zoning pursuant to Chapters 17.560 of the Zoning Code. The Comprehensive Plan will be consistent with the Washington National PD Zone and detail the specific site design, circulation, parking, land uses, building intensity, architecture, open space, public spaces and plazas and identify environment impacts and related mitigation measures through project environmental analysis and submittal of supporting technical studies. The Comprehensive Plan is approved by the City Council after consideration of the Commission's recommendation. The developer shall also process a street vacation for Exposition Boulevard which has been abandoned as part of the development of the Culver City Expo station

VIII. Infrastructure

Site development will require improvements to sewer, water, gas, communication and electric service based upon the proposed range of development in the project Comprehensive Plan. Some utility relocation may also be required with Site development. Although the precise extent and costs for these infrastructure improvements will be established upon submittal of a Comprehensive Plan by the Developer, the costs will generally be shared on a pro rata basis. A community facilities district (CFD) is one financial tool available to commercial property owners within the TOD District to help fund public improvements and services through private property assessment and bond finance. Required off-site improvements for the Washington National TOD PD Zone may be funded through a CFD if commercial property owners agree. The kinds of improvement that may be funded include:

- New Infrastructure
- Utility Relocations
- Streetscape Improvements
- On-going maintenance

Establishment of a CFD can ensure timely completion of all necessary public improvements. A preliminary infrastructure plan has been prepared to identify the necessary improvements to support TOD District development, consistent with CCMC Section 15.12.035.

IX. Permitted and Prohibited Uses

a) General Provisions

The property zoning will provide for pedestrian related uses and mixed use development that is consistent with the emerging pedestrian character of East Washington Boulevard, the Art's District and the TOD District.

The ground floor along the project street frontages developed on the Site will accommodate small scale retail and dining establishments. The interior open areas of the Site will include outdoor dining, retail and a large, landscaped open space connected by pedestrian walks and plazas. The open space will accommodate community oriented uses and passive recreation. Office or residential uses will be located on building upper levels with some creative office uses permitted at the ground level interior away from street frontage. The project is designed to be pedestrian oriented with permitted uses that are intended to draw locally from the surrounding neighborhoods and regionally via the Expo LRT. The permitted uses of the Washington National TOD PD zone will comport with the General Corridor Land Use designation of the General Plan and the adopted Washington National Design for Development which encourages transit oriented uses.

b) Allowed Uses and Permit Requirements

The following uses shall be allowed and encouraged within the Washington National TOD PD Zone.

(See Permitted Use Table Below)

LAND USE ⁽¹⁾	PERMIT REQUIREMENT P - Permitted Use CUP – Conditional Use Permit AUP - Administrative Use Permit	SEE SPECIFIC USE REGULATIONS OF THE ZONING CODE
Accessory food service	P	
Accessory retail uses	P	
Alcoholic Beverage Sales	AUP	17.400.015B
Artisan shops	P	
Automated teller machines (ATMs)	P	17.400.025
Banks and financial services	P	
Bars, night clubs	CUP	
Child day care centers(3)	CUP	17.400.035
Creative office	P	
Clubs, lodges, and private meeting halls	P	
General retail stores(5)	P	
Home occupations(3)	P	17.400.055
Hotels	P	
Health/fitness facilities(3)	CUP	
Indoor amusement/entertainment facilities(3)	P	
Internet Café	P	
Live/work units(3)	P	17.400.060
Media production – Indoor support facilities(3)	P	
Medical services – Office/Clinics(3)	P	
Mixed use projects	P	17.400.065
Offices(3)	P	
Outdoor retail sales and display(2)	P	17.400.075
Parking facilities(4)	P	
Personal services	P	
Pet Shop	P	
Public recreational and cultural facilities	P	
Public Safety facilities	P	
Restaurants	P	
Restaurants, outdoor dining	P	17.400.070
Specialized schools (culinary or similar)	AUP	
Studios – Art, dance, music, photography, etc.	P	
Telecommunications facilities, cellular(3)	AUP	17.400.110
Theaters	P	
Transit related retail	P	

- (1) See Article 7 of the Culver City Zoning Code for definitions of the land uses listed.
- (2) Ancillary to a primary retail use.
- (3) Subject to ground floor restriction
- (4) Subject to subterranean parking and limited surface parking restrictions in Section 6
- (5) Excluding Warehouse Retail

X. Development Standards

In addition to requirements set forth in Sections V-IX, the following development standards shall apply to Site development.

A. Development Intensity

Maximum and minimum development thresholds for the Site shall be established in order to correctly size the project to fit within the surrounding area while providing the critical mass necessary to help advance mobility goals. The Washington National TOD PD Zone development ranges will help maximize transit use by workers, shoppers and residents of the Site. A Comprehensive Plan approved for the property must comply with these development thresholds. Site development must be consistent with the maximum applicable density of Zoning Code Section 17.400.065 – Mixed Use Development Standards, the requirements of the height district and the development standards defined herein. Building Site coverage is limited to approximately 55 percent of the Site area except that the coverage factor may be exceeded only by that amount necessary to accommodate building articulation, Green Building Standards and architectural design features and by the requirement for not less than 1/3 acre of landscaped open space pursuant to Section IV.F herein above. Project residential density is limited to 50 dwelling units per acre except pursuant to Zoning Code Section 17.400.065 – Mixed Use Development Standards, where a community benefit is approved through the Comprehensive Plan approval process allowing up to 65 dwelling units per acre within the TOD District

B. Building Heights

Maximum building height shall be 56 feet for structures in the Washington National TOD PD Zone pursuant to the requirements of the Commercial General zone as outlined in Chapter 17.220 of the Zoning Code.

C. Building and Development Setbacks

Building setbacks shall be subject to the applicable setback requirements of the Zoning Code Section 17.400.065 – Mixed Use Development Standards, except that the Washington National TOD PD Zone shall provide for an additional Pedestrian Setback as defined herein along all street frontage in order to provide pedestrian streetscape amenities, in order to create a more attractive building orientation to the adjacent streets and sidewalks and to ensure varied building form and massing (as opposed to flat and uniform building facades). The building setback shall be calculated as noted in Section X (D).

D. Pedestrian Setbacks

Pedestrian Setbacks shall be provided along all street frontage as follows: Ground level Pedestrian Setback of 15 feet along major street frontage for allowable pedestrian uses defined below. Not less than 50 percent of the pedestrian setback must be open to the sky, providing however that up to 50% of the required setback above the second floor level or along the street frontage at grade may encroach into the required setback by up to 50%. Allowable uses within the Pedestrian Setback at grade may include: outdoor dining, seating niches, open arcades and trellis structures, fountains and landscaping. (Pedestrian Setback Diagram – Attachment No. 6)

E. Pedestrian Plazas

Buildings shall be configured to encourage the creation of informal public gathering spaces at strategic locations along the Site perimeter and street frontage. The project interface at the intersection of Washington, National, and Exposition Boulevards will incorporate pedestrian plazas linked internally to a network of pedestrian paths and will provide an opportunity for informal pedestrian gathering places adjacent to street frontage.

F. Landscaping

- I. Landscaping shall be provided in required on-grade open space, pedestrian plazas, on pedestrian paths and along street frontage and shall include shade canopy trees, shrubs, planted berms, and ground covers. Landscaping shall also be provided in decorative planters and in-ground planters, on trellis structures arbors, planter walls and green screens.
- II. A detailed landscape master plan identifying the design and installation requirements for landscaping of the entire site shall be provided as part of the Comprehensive Plan submittal and shall include individual groupings of trees with not less than an average planting height of 20' in addition to shrubs, groundcovers, vines and planted landforms.
- III. Substantial groupings of trees shall be provided within the central open space and shall be provided on grade to the maximum extent feasible in order to ensure maximum plant growth and vitality. When major tree planting is provided over the subterranean parking deck it shall be installed in raised planters of not less than 12 feet in depth as measured from the finished surface in order to accommodate trees at maturity.

- IV. Landscape provided above grade shall be provided in planters on arbors, trellises, planter walls and with bermed planting.

G. Streetscape

Streetscape improvements including paved surfaces along the public right-of-way shall incorporate decorative pavers to enhance the pedestrian quality of the project. The Developer shall provide a pro rata share of funding for decorative paved crosswalks at Washington and National Boulevards and as specified in a TOD District Streetscape Plan which includes benches, planters, trash receptacles, way finding signage and other street furniture.

H. Public Art

All private and public development activities shall comply with the CCMC requirements for the City's Art in Public Places Program.

I. Design Parameters

The Washington National TOD PD Zone prescribes Site locational requirements (setbacks, step backs and building coverage) for buildings and the location of land uses which influence building form but not architectural style. The Comprehensive Plan will require a detailed architectural plan submittal for the Planning Commission and the City Council in order to ensure the Site is developed with iconic, placemaking architecture that fits with the surrounding commercial and residential neighborhoods.

J. Sustainability and Green Building

The project developed on the Site must meet Leadership in Energy Efficient Design (LEED) Standards but need not be LEED certified. As part of the Comprehensive Plan submittal, the Developer must identify how the project Site plan promotes natural lighting, heating and cooling, facilitates the use of alternative transit, reduces Global Greenhouse Gas Emissions and complies with LEED building standards and Green Building Standards.

K. TOD / Mixed Use Development

The Site must be developed as a horizontally and/or vertically integrated mixed use transit oriented development. The Comprehensive Plan submittal must define the location of building pads, the harmonious relation of Site uses to promote an integrated plan, the relationship of each use on the Site and the building orientation and use connection to the LRT station

L. Parking

1. *Design and Development:*

Project parking shall fully comply with parking requirements for all land uses as prescribed in Chapter 17.320 – Off-Street Parking and Loading of the Zoning Code. The parking layout and location shall be designed to avoid pedestrian conflict and efficiently distribute parking to and from the Site. There shall be a minimum of two means of subterranean parking ingress and egress provided at Washington and National Boulevards. Parking beyond that which is required by the Zoning Code shall also be designed to leverage efficient and cost-effective use of the parking facility via joint use when approved by LACMTA. Limited on-grade parking may be provided (subject to the requirements listed in Section VI herein above). Site development shall minimize parking impacts through:

- Location of the majority of project parking below grade, minimizing the use of short term, surface parking for hotel check in and/or certain short-term retail / restaurant parking; and/or as needed to meet accessibility requirements.
- Appropriately integrating subterranean parking with project development through vertical and horizontal connections.
- Integrating residential development with parking design.
- Designing parking supply and parking structure ingress and egress to accommodate the full scope of development.
- Screening any surface parking from view from the street and within the project.
- Applying “Smart Parking” technologies, such as electronic signs that identify the number of available spaces.
- Fully accommodating Expo and TOD parking and sharing such parking when parking demand allows.

2. *Parking Structures*

- Off-street parking shall comply with all Zoning Code requirements and shall be located in subterranean or limited above grade parking located away from street frontages. In support of providing subterranean parking, the City may consider utilization of space under adjoining streets and public rights-of-way for parking purposes. Right-of-way that may potentially be used for subterranean parking encroachments are Venice Boulevard in Los Angeles and National Boulevard in Los Angeles and Culver City and the Expo right-of-way pursuant to the LACMTA Option and Perpetual Easement Agreement. Further, Exposition Boulevard within the project Site shall be vacated by the developer to accommodate subterranean parking and the TOD development program. (Parking Encroachment Diagram – Attachment No. 7)

- Subterranean parking structure floor heights shall be designed to accommodate access routes to handicap and vanpools as required by State law.

XI. Access and Circulation

The Site shall be developed to minimize grade separation along street frontage. Podium parking shall be prohibited along the street frontage in order to create a continuous pedestrian pathway from the project to the street edge. The Site shall be developed to include pedestrian plazas, pedestrian access points and building separations that allow views into the Site and open onto the street frontage. These pedestrian access areas shall be provided at strategic points along the Site perimeter to ensure the project has a seamless connection with the surrounding neighborhood.

Enhanced at-grade pedestrian/bicyclist crossings shall be provided at all intersections connecting to the Site. The project shall comport with future plans for area shuttle service and the City's Bicycle Master Plan.

a) Pedestrian Access

- i. All pedestrian access shall be in accordance with California Code of Regulations, Title 24, path of travel standards for accessibility for special needs persons and shall be designed to protect the safety of pedestrians in general.
- ii. Pedestrian access shall be designed to accommodate pedestrian circulation throughout the project including subterranean parking areas.

b) Bicycle Access

- i. The Site shall be developed to be bicycle friendly as defined herein.
- ii. Measures to improve connectivity to surrounding projects and neighborhoods shall be consistent with the Caltrans and METRO bicycle design standards, the Culver City Bicycle and Pedestrian Master Plan and the City's adopted Transportation Demand and Trip Reduction Measures as set forth in CCMC Section 7.05.015.

c) Vehicular Access

- i. There shall be a maximum of two driveways along major street frontage with direct connection to short-term parking and/or subterranean parking.
- ii. Driveways shall be designed to minimize pedestrian conflict and signed and illuminated to highlight parking ingress and egress.

d) Public Right-of-Way Improvement

- i. Site development will require improvements to the public right-of-way, including dedications, street improvements, street reconfiguration or other improvements that may reasonably be required by the Public Works Director/City Engineer through the Comprehensive Plan review process. Such improvements including the provision of street furniture, street graphics, street trees and pedestrian lighting shall be consistent with current City standards and any standards that may be established in the Washington National TOD Streetscape Plan to be prepared for the TOD District.

XII. TOD Requirement Related to Expo

a) Transit Plaza

The Developer shall be required to construct a transit plaza within the Expo right of way to connect the Expo LRT Station with the TOD. The Transit Plaza shall be designed to accommodate the change in grade from the LRT platform to the TOD in order to create gathering spaces, locations for retail sales, seating and outdoor dining. The final design of the transit plaza is subject to LACMTA approval.

b) Access to LRT Platform and Station

The design of the Site shall allow full access to the LRT platform and Expo LRT Station and is subject to LACMTA approval.

c) Expo Parking

Dedicated Expo LRT Station parking shall be provided pursuant to the LACMTA Option and Perpetual Easement Agreement. Expo LRT Station parking shall be convenient for Expo riders and access shall be controlled to ensure that the full complement of required Expo LRT Station parking is available. During non-peak ridership periods as defined by LACMTA, Expo LRT Station parking shall be shared for cost-effective use of public parking facilities with the TOD project.

d) Isolation Wall Construction

An isolation/shoring wall separating the LRT Platform from the TOD/Expo subterranean parking shall be provided along the LACMTA right-of-way to protect LACMTA improvements. The design and construction of the Isolation Wall shall be subject to approval by LACMTA. The Isolation Wall shall be constructed to an approximate depth of 24 feet consistent with the anticipated depth of the subterranean parking garage and shall be in place prior to commencing with Site development

XIII. Environmental Determination

Pursuant to Sections 15162 and 15168 of the California Environmental Quality Act (CEQA), ZCMA-P2012085 is within the scope of the Culver City General Plan Update Program EIR approved on September 24, 1996 (PEIR 1) and the Culver City Redevelopment Plan Amendment and Merger Program Subsequent EIR approved on November 16, 1998 (PEIR 2). The circumstances under which PEIR 1 and PEIR 2, were prepared have not significantly changed and no new significant information has been found that would impact either PEIR 1 or PEIR 2; therefore, no new environmental analysis is required for the establishment of the Washington National TOD PD Zone. Further, Site development shall be subject to environmental review pursuant to the CEQA as part of the applicable Culver City and Los Angeles entitlement process. Such environmental review shall be fully funded at Developer's cost upon submittal of a Comprehensive Plan identifying the project development program and submittal of all required technical studies including a circulation, parking and traffic impact analysis based upon the City's *Criteria for Traffic Impact Studies for Proposed Developments*. Should traffic impacts be identified, related traffic mitigation measures may be imposed on the project.

Project environmental review may include, but is not limited to, the following:

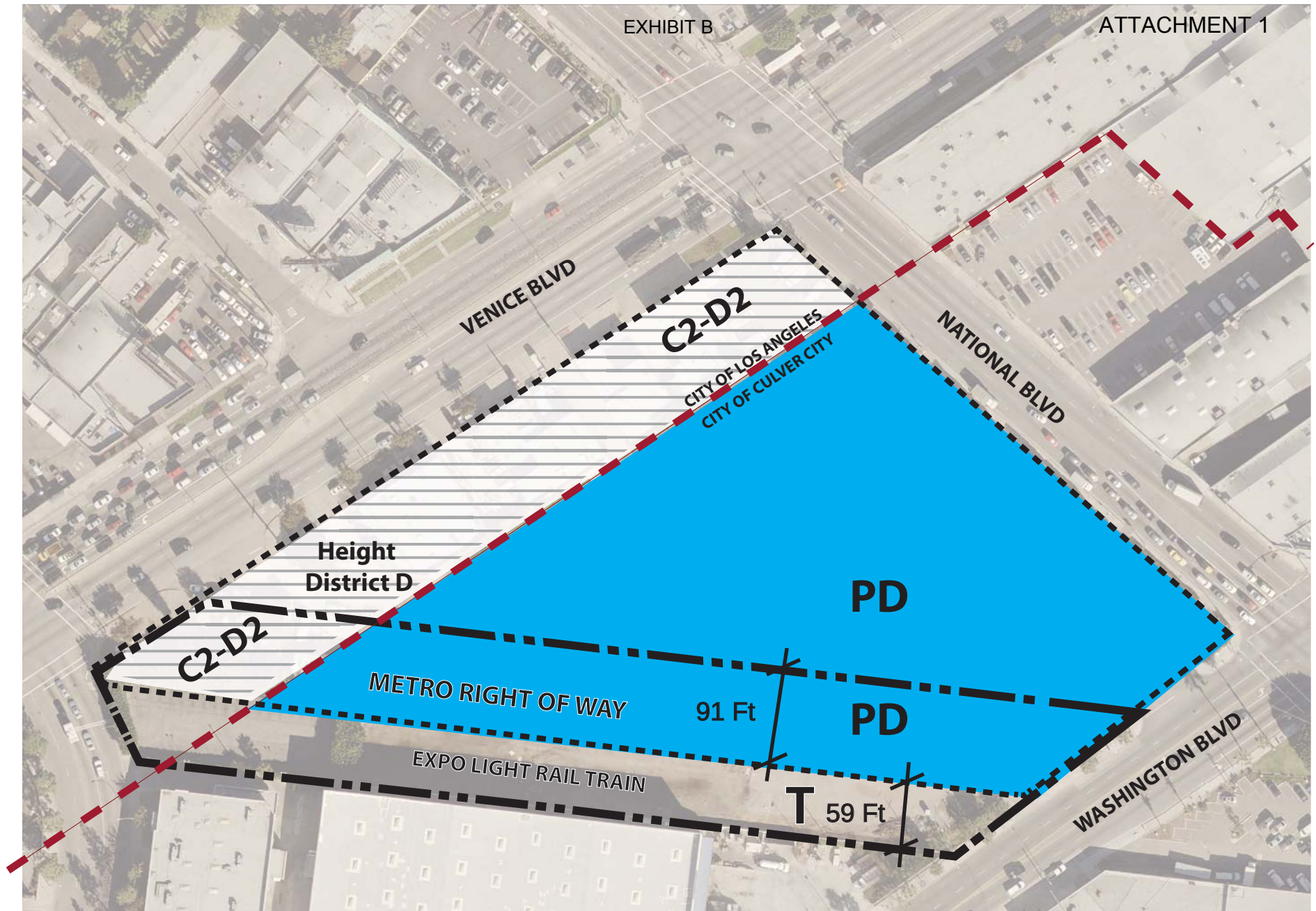
1. Preparation of an Initial Study and related environmental determination document (i.e. Environmental Impact Report, Mitigated Negative Declaration, etc.)
2. Traffic, circulation, and/or parking impact study for any development proposal as may be required by the City's *Criteria for Requiring Traffic Impact Studies for Proposed Developments*;
3. Soils investigation report to be filed with the City of Culver City by the applicant identifying the status of soil contamination or other hazardous materials; and
4. Any additional information required by the Community Development Director, the Planning Commission and/or the City Council in order to conduct a thorough environmental review of the project.

XIV. Responsibility for Securing Permits and Paying Applicable Fees

Nothing contained herein or in any subsequent agreements shall be construed to exempt the Developer (or his/her assignee, buyer, transferee, conveyee or lessee) from securing all permits and paying all fees required of developers of private property within the City of Culver City including, but not limited to, the In-lieu Park Fee, the New Development Impact Fee, and fees required by the Art in Public Places Program.

Attachments:

1. Zoning Map
2. Site Map
3. Location Map
4. Site Acreage Map
5. Concept Parking Plan
6. Pedestrian Setback Diagram
7. Parking Encroachment Diagram
8. Project Application
9. Parking Requirements per Zoning Code



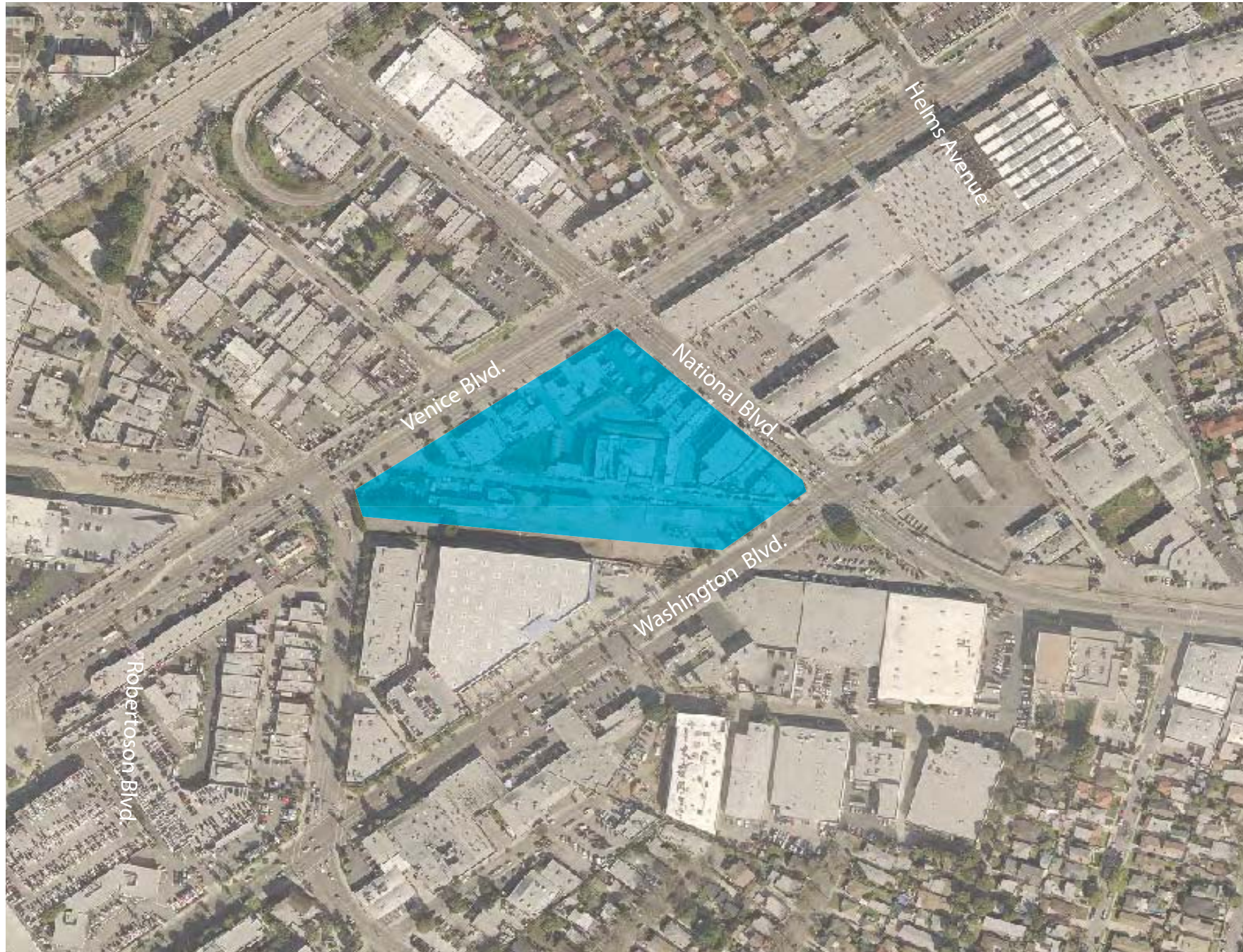
WASHINGTON NATIONAL - PROPOSED ZONING DIAGRAM

PD = Planned Development Zone

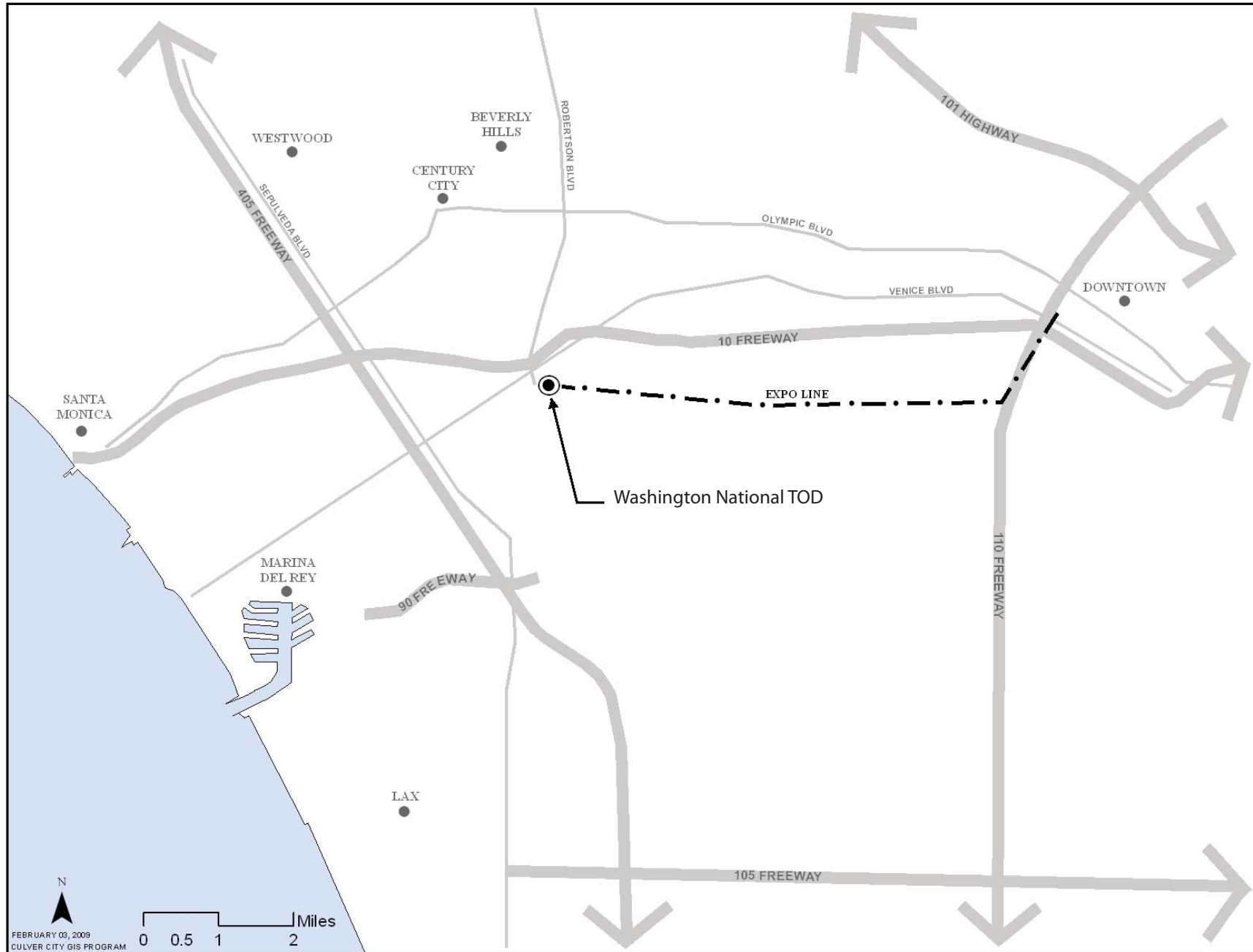
C2-D2 = General Commercial

— Metro Right of Way

--- TOD

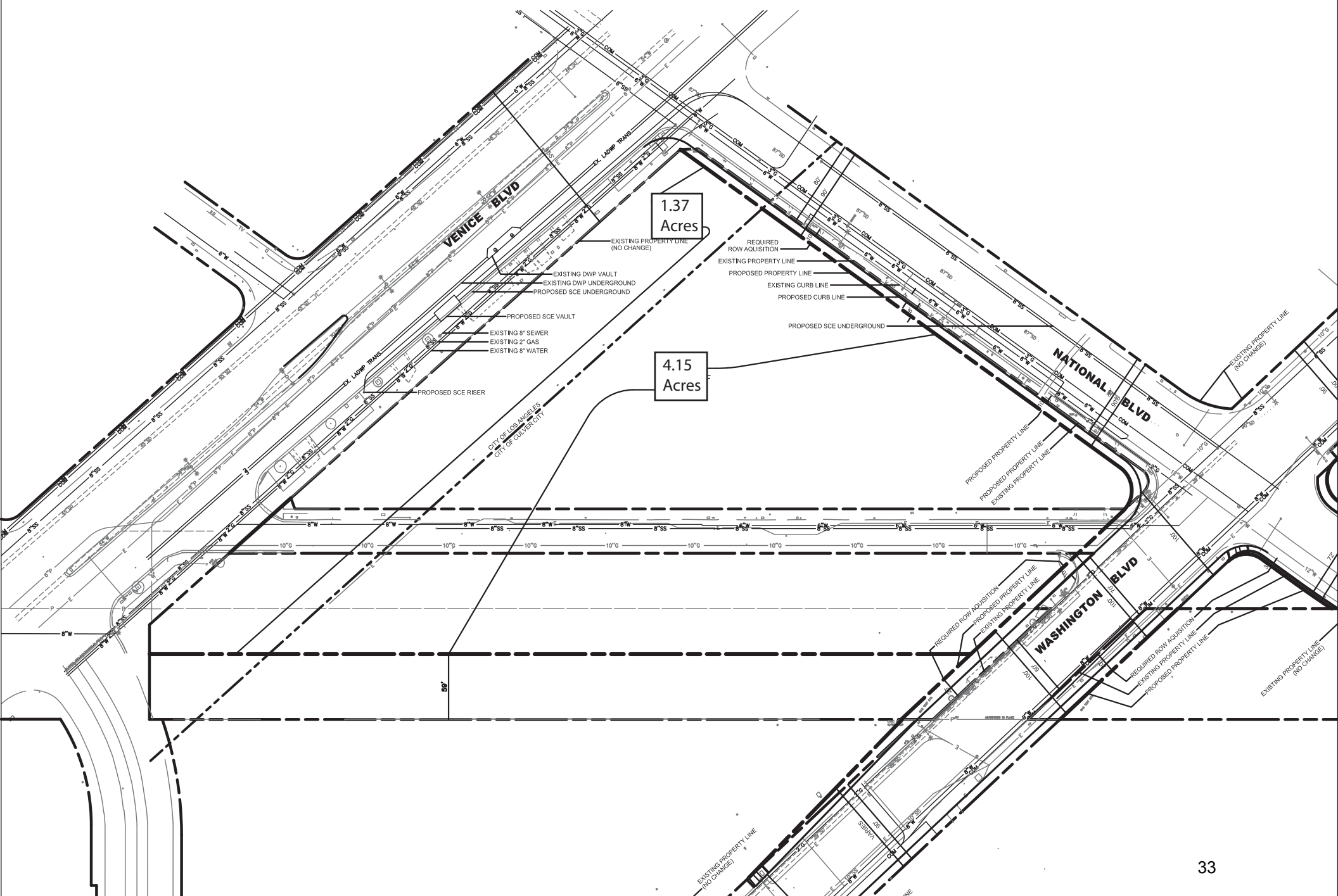


WASHINGTON NATIONAL PROJECT SITE



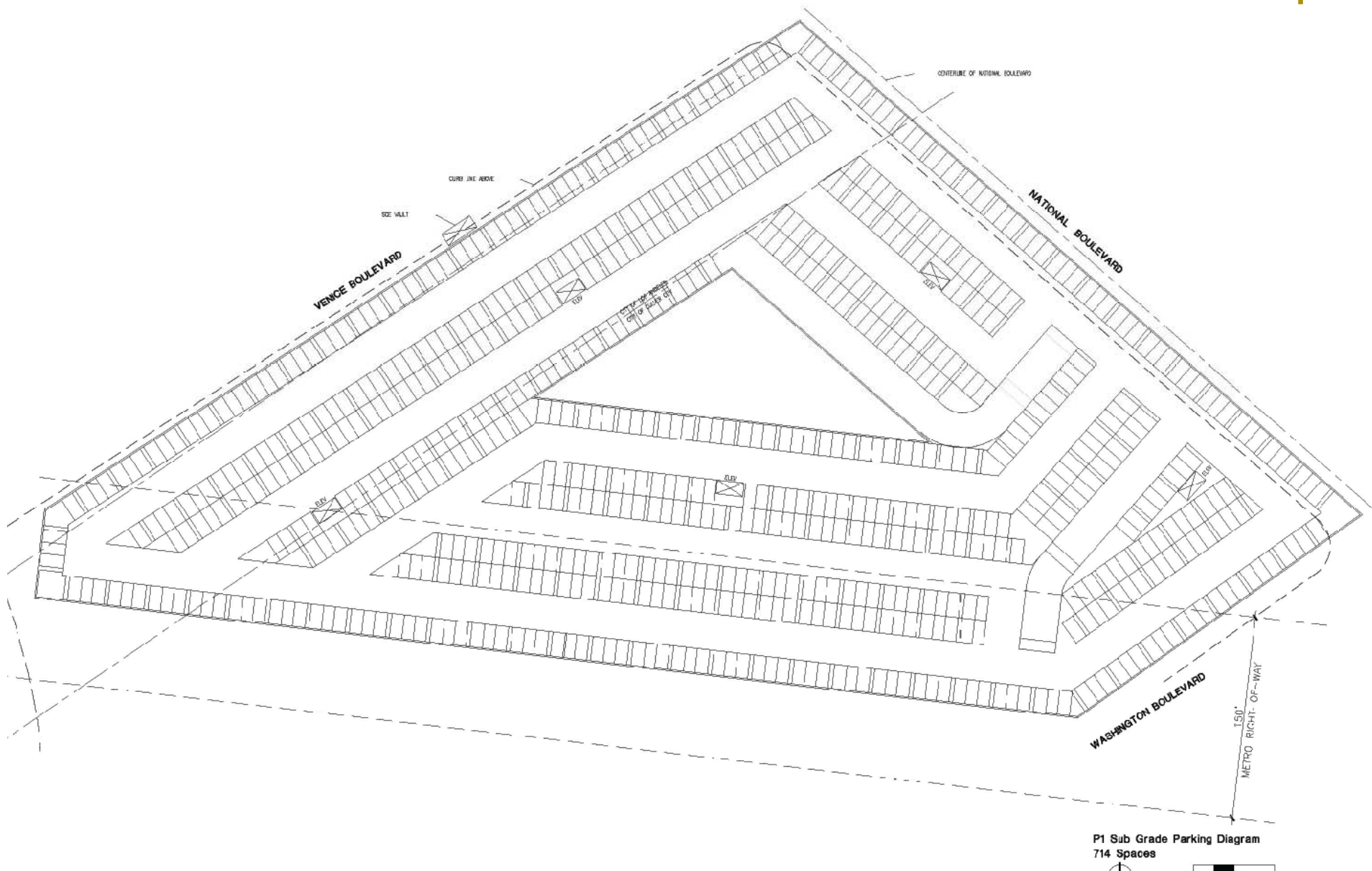
EXPO LIGHT RAIL AND WASHINGTON NATIONAL TOD

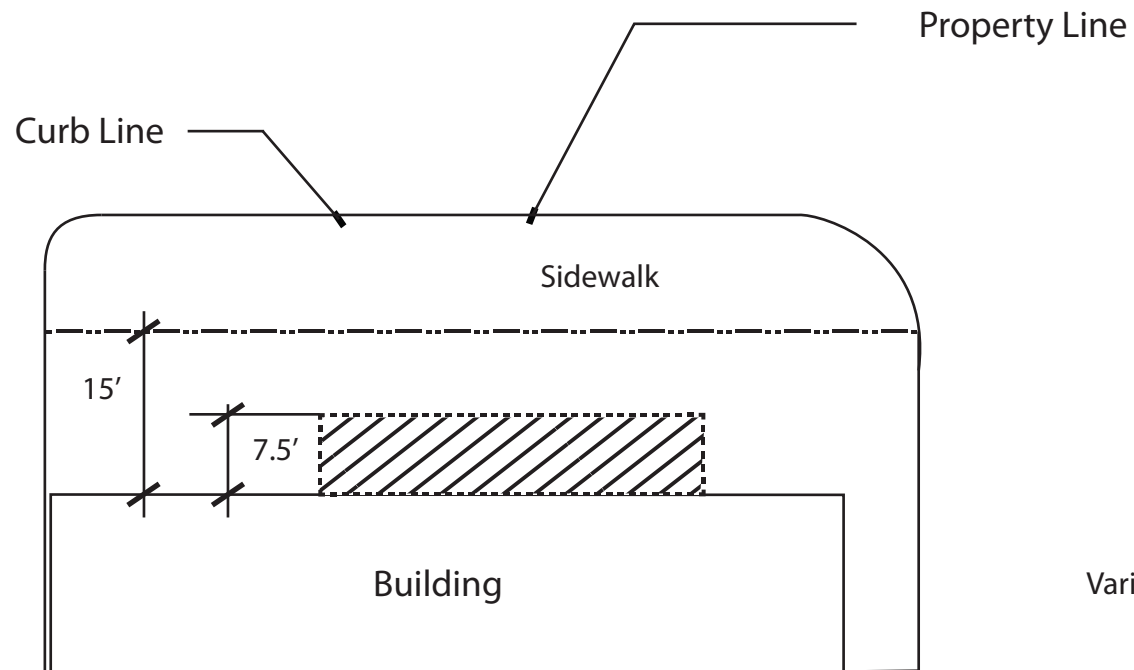
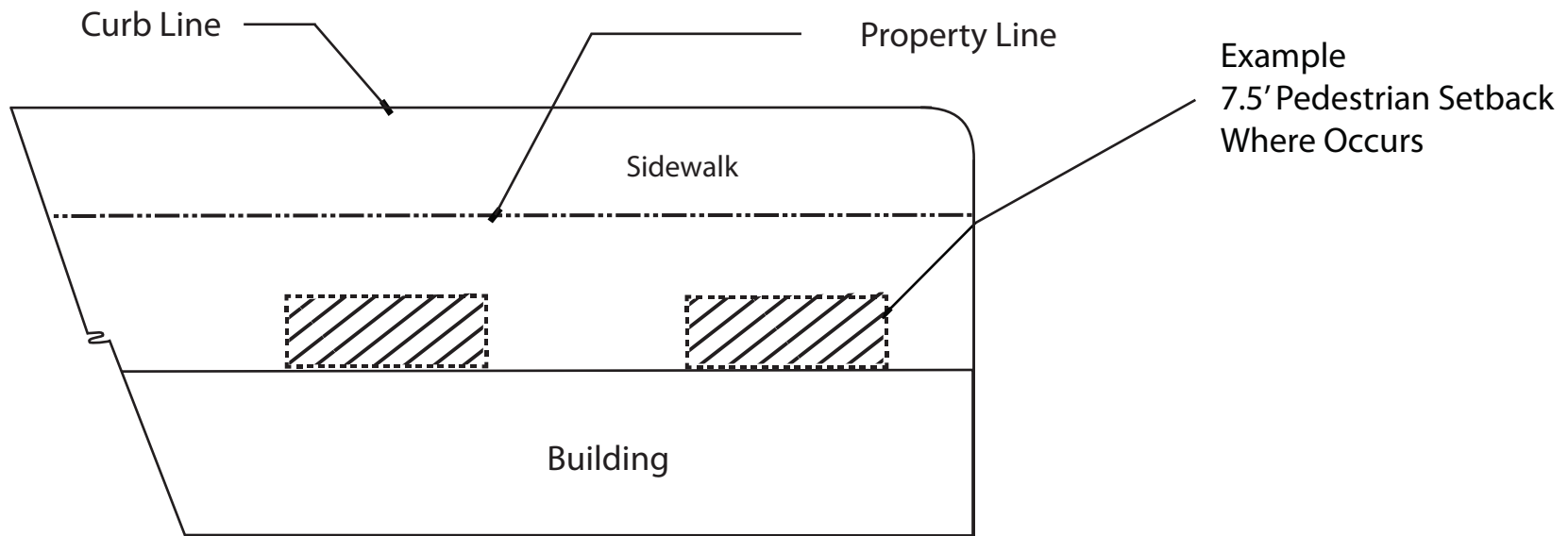
TOD SITE: NET DEVELOPABLE AREA



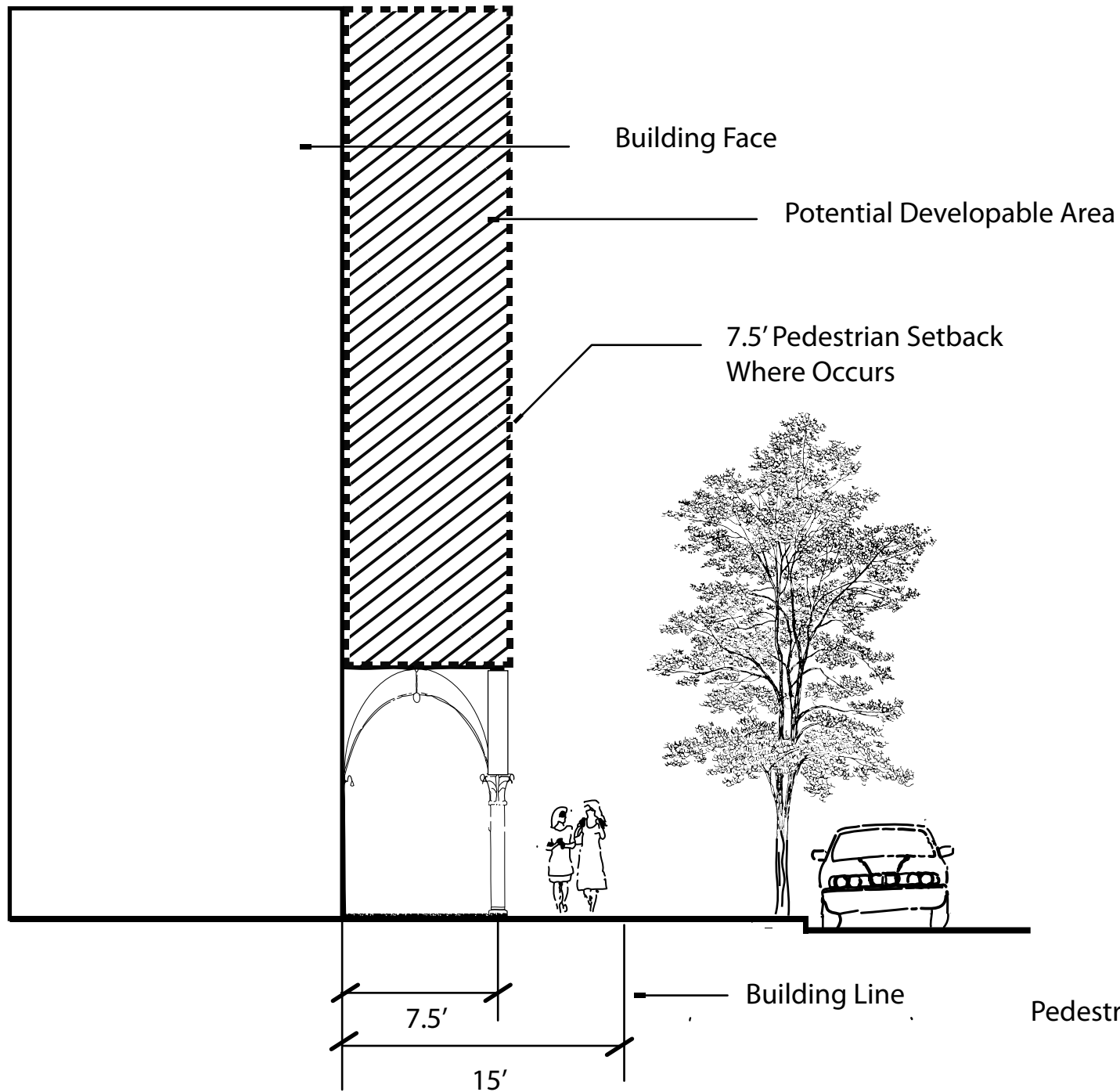
Subterranean Parking

concept





Pedestrian Set Back - Plan View
Variations of 50% Allowable Developable Area



Pedestrian Set Back Cross Section

Scale : 1/4" = 10'



WASHINGTON NATIONAL TOD - PARKING ENCROACHMENTS

 PARKING ENCROACHMENTS



9770 CULVER BOULEVARD CULVER CITY, CA 90232-0507
(310) 253-5710 FAX (310) 253-5721
WEBSITE: www.culvercity.org

Project Application

Planning Case File No.: ZCMA P-2012085

Date received: 8/2/12

Application type: (please check all applicable)			
☐ Administrative Use Permit (AUP) Proposed Use:	☐ Conditional Use Permit (CUP) Proposed Use:		
☐ Tentative Parcel Map	☐ Tentative Tract Map		
☐ General Plan Amendment – Map	☐ Zoning Code Amendment - Text		
☐ General Plan Amendment – Text	☒ City Initiated Zone Change – Map (Planned Development (PD))		
☐ Lot Line Adjustment	☐ Administrative Modification		
☐ Site Plan Review – Administrative	☐ Variance		
☐ Site Plan Review – Planning Commission	☐ Other: _____		
Applicant Information			
Name:	City of Culver City		
Applicant Representative:	Sol Blumenfeld, Community Development Director		
Address:	Community Development, 9770 Culver Boulevard, Culver City, CA 90232		
Phone:	(310) 253-5702		
Fax No.:	(310) 253-5779		
E-mail:	sol.blumenfeld@culvercity.org		
Applicant's Statement			
As the applicant, I will adhere to the terms and conditions of the application if an approval is granted. In addition, I understand that while it is the City's policy to provide notice during the application process, it is the applicant's responsibility to track the dates of any hearing or approval expirations.			
Print Name:	City of Culver City		
Signature:	 Sol Blumenfeld, Community Development Director, Applicant Representative		
Date:	8/29/12		
Property Owner 1		Property Owner 2	
Name:	City of Culver City	Name:	Los Angeles County Metropolitan Transportation Authority (LACMTA)
Owner Representative:	Sol Blumenfeld, Community Development Director	Owner Representative:	Roger Moliere, Chief, Real Property Management & Development
Address:	9770 Culver Boulevard Culver City, CA 90232	Address:	One Gateway Plaza Mail Stop 99-18-3 Los Angeles, CA 90012
Phone:	(310) 253-5702	Phone:	(213) 922-2225
Fax No.:	(310) 253-5779	Fax No.:	(213) 922-2228
E-mail:	sol.blumenfeld@culvercity.org	E-mail:	molierer@metro.net

EXHIBIT B

Site Description:	The proposed Planned Development Zone consists of the area both within the Culver City and owned by the City of Culver City. This area is bounded by National Boulevard to the east, Washington Boulevard to the south, the LACMTA right of way to the east and Venice Boulevard beyond to the north (See Attached County Assessor's Map- Exhibit A).	Site Description:	The proposed Planned Development Zone consists of an area owned by LACMTA and within the limit lines of the City of Culver City. The LACMTA owned property that will be zoned Planned Development consists of 91' wide portion of a 150' wide right of way area located West of Exposition Boulevard, North of Washington Boulevard and south of Venice Boulevard beyond to the north (See Attached County Assessor's Map- Exhibit B).
Site size:	The proposed Planned Development Zone area is approximately 2.78 acres - This area consists of parcels both owned and within the City limit lines of Culver City including Exposition Boulevard. (Note: The City of Culver also owns the parcels fronting Venice Boulevard totaling approximately 1.08 acres which is in the limit lines of the City of Los Angeles.	Site size:	The proposed Planned Development Zone area is approximately 1.37 acres. This area consists of land owned by LACMTA and within the City limit lines of Culver City.
Assessor Parcel Number(s):	4312-014-900 through 920	Assessor Parcel Number(s):	4312-031-900 (portion of)
Tract and Lot No(s):	Tract 5461, Lots 20 through 52	Tract and Lot No(s):	n/a
Existing Zoning:	Industrial General (IG)	Existing Zoning:	<u>Transportation (T)</u> – for the 100' wide portion of the 150' wide LACMTA right of way area (refer to Assessor Parcel Map 4312-31-900). <u>Industrial General (IG)</u> - for the 50' wide portion of the 150' wide LACMTA right of way area (refer to Assessor Parcel Map 4312-31-900).
Proposed Zoning:	Planned Development (PD)	Proposed Zoning:	<u>Planned Development (PD)</u> – for the 91' wide easterly portion of the 150' wide LACMTA right of way area.
Overlay Zone:	None	Overlay Zone:	None
General Plan Designation:	General Corridor	General Plan Designation:	General Corridor
Existing building area:	The site is currently used as a surface/paved parking lot for the Metro Exposition Light Rail Station in Culver City.	Existing building area:	The 150' wide LACMTA right of way area consists of the elevated Exposition Light Rail Transit line and station, and station appurtenances located at the ground level such as the ticket booths, elevators and stairways. A portion of the right of way consists of the surface parking lot.
Existing Use:	Surface Parking Lot for the Exposition Light Rail Transit Station.	Existing Use:	Exposition Light Rail Transit Line and Station.

EXHIBIT B

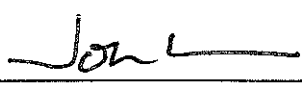
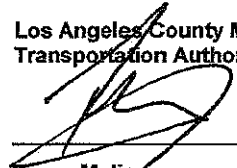
Property Owner's Statement		Property Owner's Statement	
I declare that I am the owner of the property described in this application, or am legally empowered to act on behalf of the owner, and that the information submitted is true, complete, and correct to the best of my knowledge. In addition, I give consent to the applicant to proceed with the above application.		I declare that I am the owner of the property described in this application, or am legally empowered to act on behalf of the owner, and that the information submitted is true, complete, and correct to the best of my knowledge. In addition, I give consent to the applicant to proceed with the above application.	
Print Name: City of Culver City		Print Name: Los Angeles County Metropolitan Transportation Authority	
Signature: 		Signature: 	
John Nachbar, City Manager		Roger Moliere, Chief, Real Property Management & Development	
Date: 8/29/12		Date: 8/29/12	
Other Project Information			
Project name (or request):	Washington National Transit Oriented Development Planned Development Zone		
Major cross streets:	Washington Boulevard, National Boulevard, Exposition Boulevard and Venice Boulevard		
Other agencies required to review/approve project (City, County, State, Federal):	None		
List previous environmental documents or technical studies prepared for this site:	Phase I Exposition Light Rail Transit Final EIR (2005) Culver City General Plan Program EIR (1996) Redevelopment Plan Amendment Merger Program Subsequent EIR (1998)		
Detailed project description: (attach additional sheets as necessary)	Proposed Zone Change from Industrial General and Transportation to Planned Development Zone to allow for future Transit Oriented Development comprised of the Exposition Light Rail Transit line and station itself and a mix of compatible land uses including office, retail, restaurant, hotel and residential adjacent to the Culver City Exposition Light Rail Transit Station.		
Building Height (feet):	Max 56'	Number of off street parking spaces:	Approx. 1,570 spaces
Percent (%) of site paved for parking:	Parking is generally subterranean with some limited amount of short term parking and some podium parking located along the LACMTA right of way.	Project valuation:	\$ n/a
Proposed project scheduling, including phasing: (if applicable)	The proposed Zone Change to Planned Development Zone is the first step in a two- step planning approval process. The second step will require the approval of a Comprehensive Plan that will provide specific project development site details and analysis at subsequent Planning Commission and City Council Public Hearings.		
Preliminary Environmental Information			
Are the following items applicable to the project or its effects? (If 'yes' is checked, please attach separate sheet with explanation.)		Yes	No
			Unknown (please attach explanation)
Change in existing features of hillsides or substantial alteration of ground contours?			x
Change in scenic views or vistas from existing residential areas or public lands or roads?			x
Change in pattern, scale or character of general area of project?			x

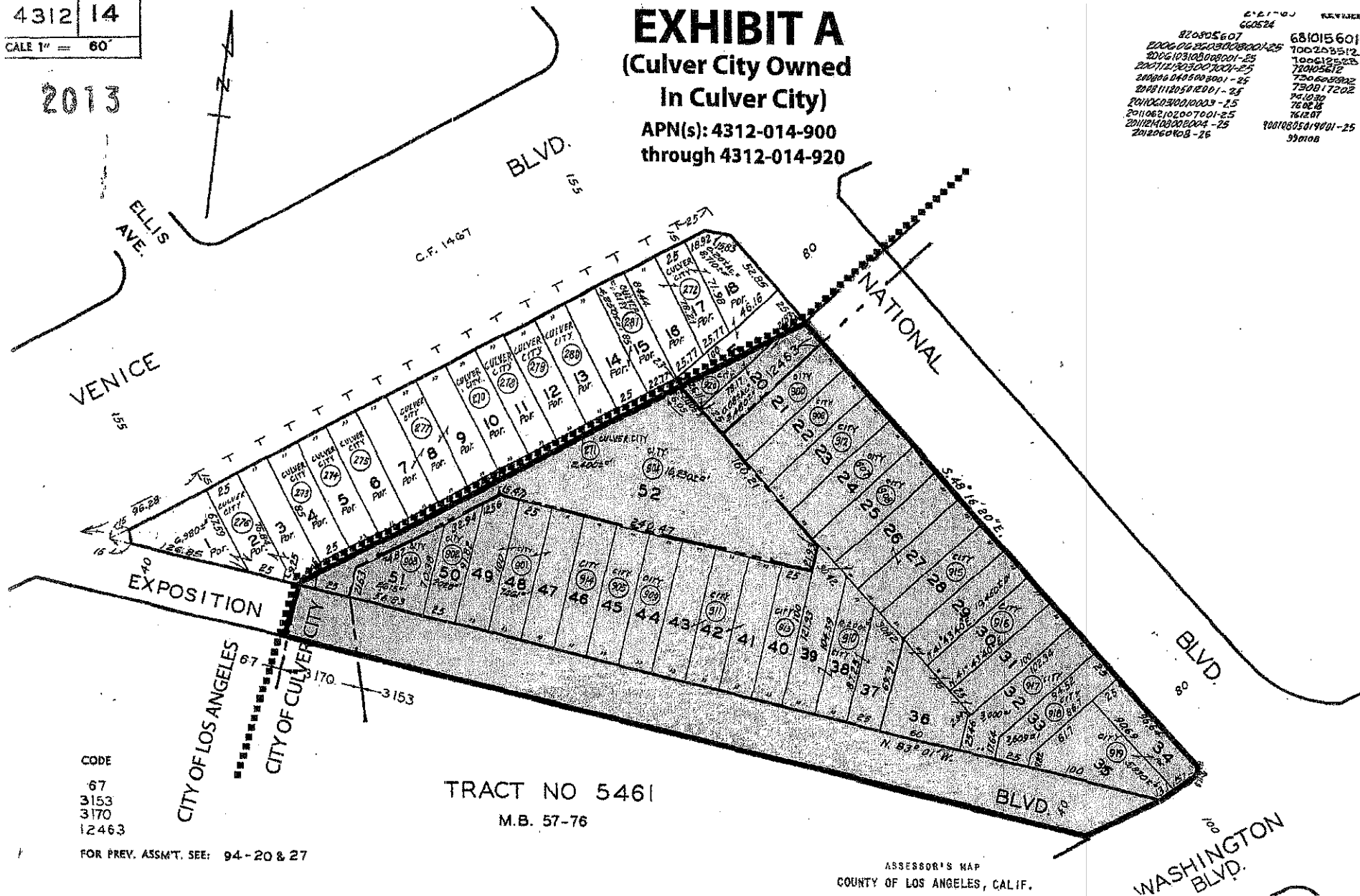
EXHIBIT B

Significant amounts of solid waste or litter generated?		x	
Change in dust, ash, smoke, fumes or odors in vicinity?		x	
Change in stream or ground water quality or quantity, or alteration of existing drainage patterns?		x	
Drainage swales border or cross the site?		x	
Substantial change in existing noise or vibration levels in the vicinity?		x	
Will grading be required? If yes, # of cubic yards, (if known) _____		x	
Site on filled land or on slope of 10% or more?		x	
Geotechnical study prepared for site? (If yes, please attach copy.)		x	
Is the site in the Alquist-Priolo Special Study Zone for earthquake fault movement?		x	
Use or disposal of potentially hazardous materials, such as toxic substances, flammables or explosives?		x	
Substantial change in demand for municipal services (police, fire, water, sewage, etc.)?		x	
Traffic study prepared for the site or has it been included in another traffic study?		x	
Site surveyed for historical, paleontological or archaeological resources?		x	
Is the proposed project similar, related to, or part of a telecommunication facility?		x	
If yes, describe the whole action involved regarding the project proposed, including but not limited to later phases of the project, and any secondary, support, or off-site features (other locations) necessary for the project's implementation. (Attach additional sheets as necessary): n/a			
Environmental Setting			
Describe the project site as it exists before the project, including information on topography, soil stability, plants and animals, and any cultural, historical or scenic aspects. Describe any existing structures on the site, and the use of the structures. (Attach additional sheets as necessary.)			
Currently, the site consists of the Culver City Exposition Light Rail Transit line and station. Adjacent to the Expo station is a surface parking lot for Expo station. The site is relatively flat in topography and does not contain significant plants, animals, any cultural resources or scenic aspects.			
Describe the surrounding properties (north, south, east & west), including information on plant and animals and any cultural, historical or scenic aspects. Indicate the type of land use (residential, commercial, etc.), intensity of land use (single or multi-family, shops, department stores, etc.), and scale of development (height, frontage, setbacks, etc.). (Attach additional sheets as necessary.)			
The land uses immediately surrounding the project site include built out areas including one story light industrial warehousing and distribution buildings and one to two story commercial type uses. Adjacent to the project site across National Boulevard and East on Washington Boulevard is the Helms Bakery Complex containing retail (home furnishing stores) and restaurant uses. To the north is the City of Los Angeles area which contains industrial, commercial (shopping center, restaurants, retail and office) and auto repair type uses.			

2013

**APN(s): 4312-014-900
through 4312-014-920**

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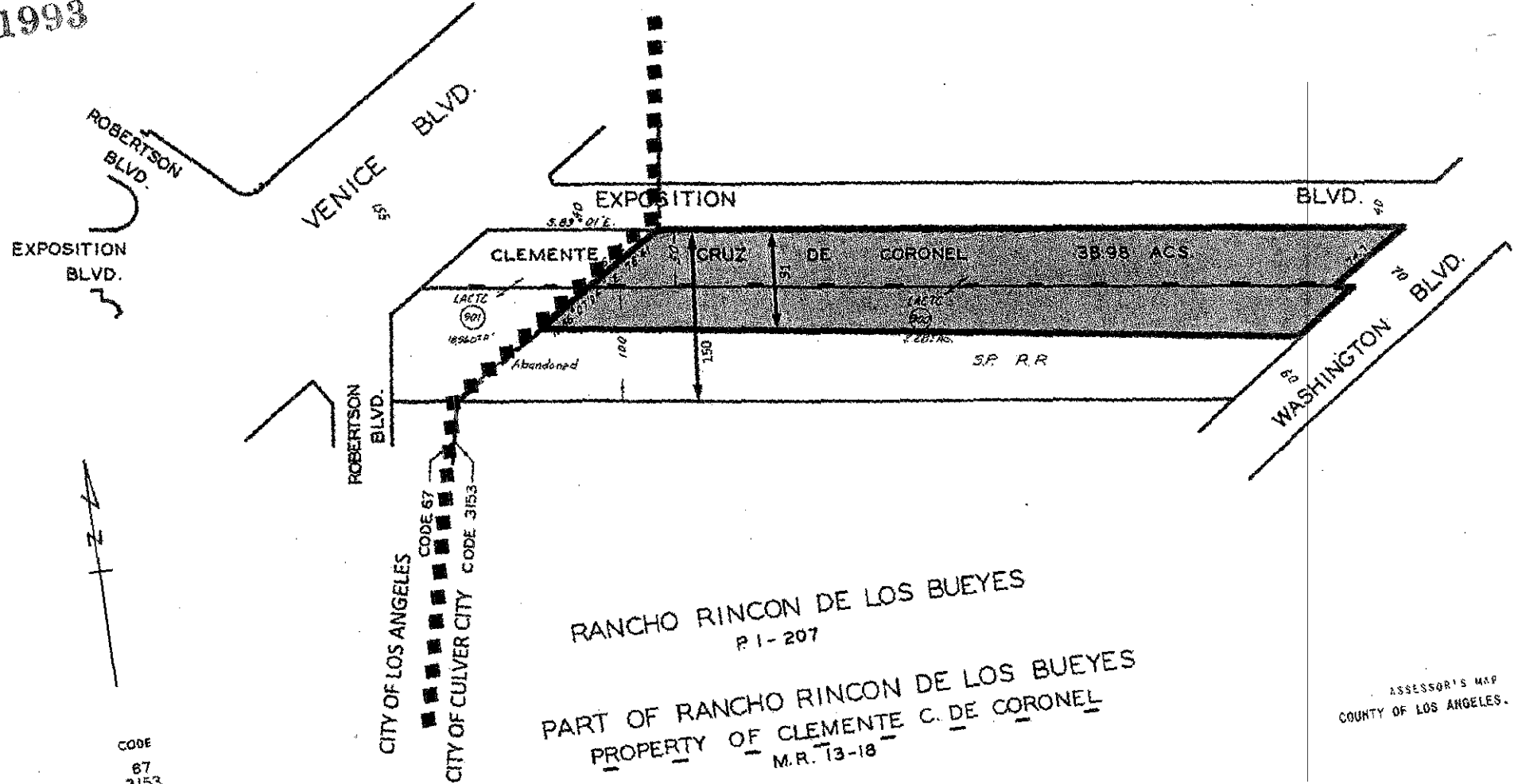
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EXHIBIT B

(LACMTA Owned in Culver City -
Portion of APN: 4312-031-900)

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Off-Street Parking and Loading

17.320

H. Table 3-3. Parking Requirements by Land Use.

1. Residential uses.

Table 3-3A

Land Use Type: Residential	Vehicle Spaces Required
Accessory dwelling units	1 uncovered space in addition to that required for the primary dwelling unit(s).
Mobile home parks	1 space in conjunction with each mobile home site, plus 1 space for each 2 mobile home sites for guest parking located as approved by the City.
Live / Work unit	Up to 900 sf - 2 spaces.
	Greater than 900 up to 1500 sf - 3 spaces.
	Greater than 1500 sf – 4 spaces.
Multi-family dwellings and residential component of Mixed-use development (1)	Studio and 1 bedroom, less than 900 sf - 1 space.
	Studio and 1 bedroom, greater than 900 sf - 2 spaces.
	2-3 bedroom units - 2 spaces.
	4 bedroom units - 3 spaces.
	1 space for every additional bedroom greater than 4.
	Guest parking - 1 space for every 4 residential units.
Residential Care Facilities	1 space for each 3 patient beds.
Senior citizen congregate care housing	1 space per each 2 residential units, plus one space for each 4 units for guests and employees.
Senior housing	1 space per unit, plus one guest parking space for each 10 units.
Single family, duplex and triplex units (1)	2 spaces per dwelling unit.

Notes:

(1) See Section 17.320.035.M.(Special Requirements for Residential Uses)

EXHIBIT B
CULVER CITY MUNICIPAL CODE - TITLE 17 - ZONING CODE

Off-Street Parking and Loading

17.320

2. Commercial uses.

Table 3-3B

Land Use Type: Commercial Uses (1)	Vehicle Spaces Required
Accessory Food Service	Same as primary use.
Accessory Retail Use	Same as primary use.
Animal boarding and kennels	1 space per 350 sf. of indoor use area; plus 1 space for 1000 sf of outdoor use area.
Auto and Vehicle Sales	1 space per 350 sf of indoor use area; plus 1 space for 1000 sf of outdoor use area.
Banks and financial services	1 space per 250 sf.
Bars and nightclubs	1 space per 100 sf, plus one space for every 30 sf of dance floor.
Convenience stores	1 space per 225 sf, with a minimum of 8 spaces.
Day care facilities	
Child or Adult Day Care Centers	1 space per 300 sf of floor area.
Large family day care home	1 space per employee, in addition to required residential spaces.
Small family day care home	As required for the single-family dwelling (see parking requirement for residential uses).
Hotels and Motels	1 space for each guest room; plus 1 space for each 20 guest rooms; plus retail, restaurant and conference uses calculated at 1 space per 100 sf.
Medical services	
Hospitals	1 space for each 1.5 patient beds, plus required spaces for accessory uses as determined by the Director.
Medical/dental offices, clinics and labs	1 space per 350 sf.
Offices, administrative, corporate, professional	1 space per 350 sf.
Plant Nurseries	1 space per 350 sf of indoor use area; plus 1 space for 1000 sf of outdoor use area.
Restaurants	
General (Table Service) 1,500 sf or less.	1 space per 350 sf. with a minimum of 3 spaces.
Greater than 1,500 sf.	1 space per 100 sf.
Takeout (Counter Service), with customer tables	1 space per 75 sf, with a minimum of 8 spaces.
Takeout (Counter Service - 750 sf or less), no tables	1 space per 250 sf, with a minimum of 3 spaces.
Located in shopping centers: Less than 25% of floor area of center for all restaurants.	Parking requirement covered under the general requirement for shopping center.
25% or greater of floor area of center for all restaurants.	Portion of restaurant(s) exceeding 25% of shopping center's floor area shall use the same parking requirement for general restaurants, above.

Table continues on next page

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Off-Street Parking and Loading

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Land Use Type: Commercial Uses (1)	Vehicle Spaces Required
Outdoor dining:	No parking required for first 250 sf of outdoor dining area. Any outdoor dining area exceeding 250 sf shall be included as restaurant floor area in determining the parking requirement.
Retail and service uses, general	1 space per 350 sf.
Shopping centers – general (2)(3)	
Less than 5 acres in net parcel area	1 space per 250 sf (Also see restaurant requirements).
5 acres and greater of net parcel area	1 space per 200 sf (Also see restaurant requirements).
Storage, personal storage facilities	1 space per 50 storage units or 5,000 sf of storage area, whichever is greater. Plus 2 additional spaces for the manager's office, with a minimum of 5 spaces per facility.
Vehicle Services	
Carwash – self service	2 spaces for each washing stall.
Carwash – full service	10 spaces; plus 10 space queuing area for drying of vehicles; plus queuing area for 3 vehicles ahead of each wash lane.
Carwash – automated, accessory to fueling station	4 spaces plus queuing area for 3 vehicles ahead of the wash lane (in addition to the parking required for fueling station).
Fueling stations	1 space per 225 sf (includes convenience store) with a minimum of 3 spaces. For parking required above the minimum of 3, half of the parking provided at pump islands may be credited towards meeting parking requirements.
Maintenance, repair, installation, and detailing	3 spaces per service bay (work station), plus 1 space for each 350 sf of additional retail sales and service.
Veterinary clinics	1 space per 350 sf.

Notes:

- (1) Parking for certain uses within the CD Zone are subject to the requirements of Subsection 17.220.035.C.
- (2) Parking requirements for bars, nightclubs, health/fitness facilities and theaters shall be calculated separately in all cases.
- (3) A multi-tenant regional shopping center of 600,000 sf floor area or more with one or more traditional department stores, excluding those common areas as described in Subsection 17.320.020.C. of this Chapter, may provide a parking ratio as recommended in a parking demand study approved by the City; provided, that the parking demand study (i) is prepared, at the sole cost and expense of the applicant, by an independent traffic engineer licensed by the State of California who is reasonably approved by the Director prior to the commencement of that study, and (ii) presents reasonable justification for modification to the parking ratio(s) otherwise required under Table 3-3 (Parking Requirements by Land Use) of this Chapter. If, as reasonably determined by the Director, the parking demand study supports requiring a parking ratio greater than that otherwise required in this Title, then the higher parking ratio shall apply.

EXHIBIT B
CULVER CITY MUNICIPAL CODE - TITLE 17 - ZONING CODE

Off-Street Parking and Loading

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3. Recreation, education and public assembly uses.

Table 3-3C

Land Use Type: Recreation, Education & Public Assembly (1)	Vehicle Spaces Required
Assembly uses, religious places of worship, clubs, mortuaries with congregational services, meeting halls, membership organizations, sports arenas, stadiums, and theaters	1 space for each 5 fixed seats, and 1 space per 35 sf of assembly or seating area with no fixed seats, plus required spaces for ancillary uses (e.g. restaurant).
Commercial Recreational Activities	
Outdoor recreation facilities	Determined by Conditional Use Permit or Comprehensive Plan.
Tennis, Racquetball, handball or other courts	2 spaces per court, plus 1 space per 300 sf for ancillary uses.
Health/fitness facilities	1 space per 200 sf.
Indoor amusement/entertainment facilities	
Arcades	1 space per 250 sf.
Batting cages	2 spaces per cage.
Bowling alleys	5 spaces per lane, plus required spaces for ancillary uses.
Pool and billiard rooms	2 spaces per table, plus required spaces for ancillary uses.
Skating Rinks	1 space per 100 sf.
Libraries, Museums and Art Galleries	1 space per 350 sf.
Schools	
Kindergarten and Grades 1 through 9 when used exclusively for this purpose	1.5 spaces per classroom, plus 1 space for each 200 sf of indoor assembly area.
Schools in which any portion of their instruction includes Grades 10 and above	1 space per 35 sf of classroom floor area.
Schools, specialized instruction	1 space per 100 sf of classroom floor area.
Colleges and Universities	1 space per 35 sf of classroom floor area.
Studios for dance, art, music, photography, martial arts, etc	1 space per 200 sf of gross floor area.

Notes:

- (1) Parking for certain uses within the CD zone are subject to the requirements of Section 17.220.035.C.

EXHIBIT B
CULVER CITY MUNICIPAL CODE - TITLE 17 - ZONING CODE

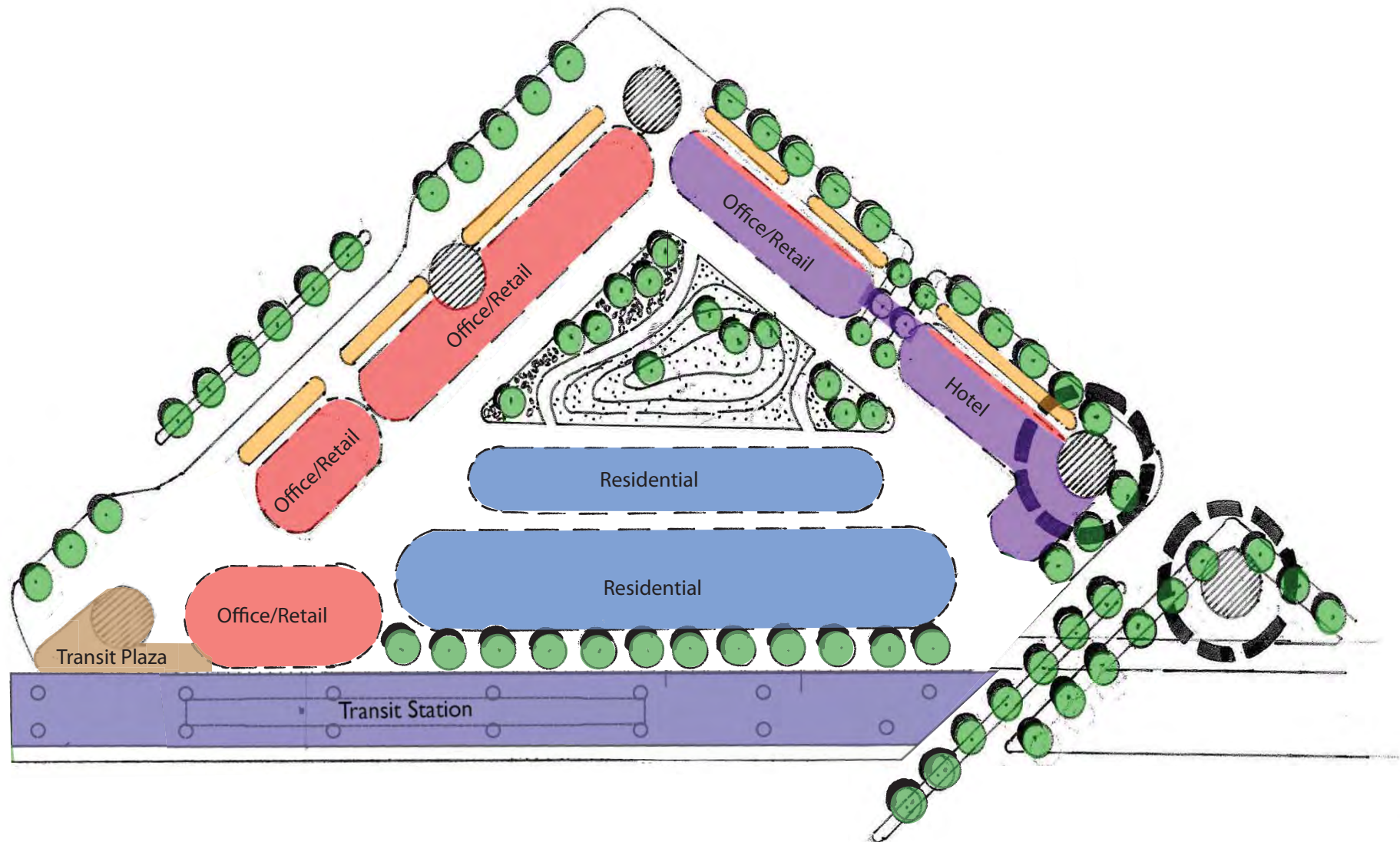
Off-Street Parking and Loading

17.320

4. Industrial uses.

Table 3-3D

Land Use Type: Industry, Manufacturing & Processing	Vehicle Spaces Required
General manufacturing, industrial and processing uses.	1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.
Laundries and dry cleaning plants	1 space per 500 sf.
Media Production	1 space per 350 sf.
Printing and Publishing	1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.
Public Safety facilities, Public Utility facilities	1 space per 500 sf.
Recycling facilities - large collection and processing	1 space per 500 sf.
Research and Development	1 space per 350 sf.
Warehousing and distribution facilities	1 space per 1,000 sf, which may include office space (incidental to the primary use) comprising up to 10% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.
Wholesaling and Distribution facilities	1 space per 500 sf, which may include office space (incidental to the primary use) comprising up to 20% of the total floor area. Parking for additional office space shall be provided at the rate of 1 space per 350 sf.



WASHINGTON NATIONAL CONCEPTUAL SITE PLAN

Open Space

concept



- Passive usage

Open Space

concept

- Active usage
- Programmed



Pedestrian Amenities

concept

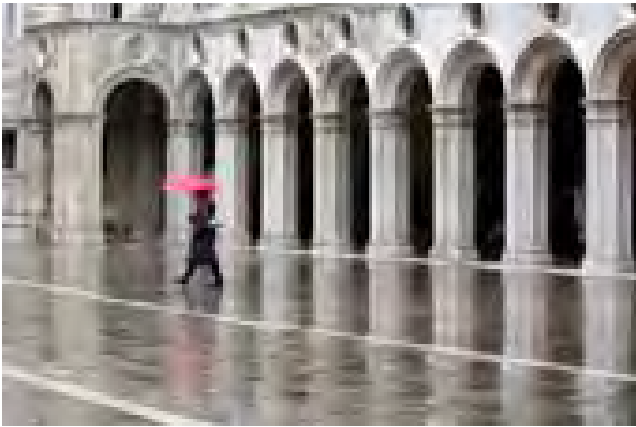


- seating niches
- outdoor dining

Pedestrian Amenities

concept

- colonnades
- planted trellis



Transit Plaza concept

- Light Rail
- Rapid Bus



Conceptual view of Transit Plaza Overlook



Retail Edge

concept



Gateways concept

- iconic design
- landscaping
- crosswalks
- paving and lighting



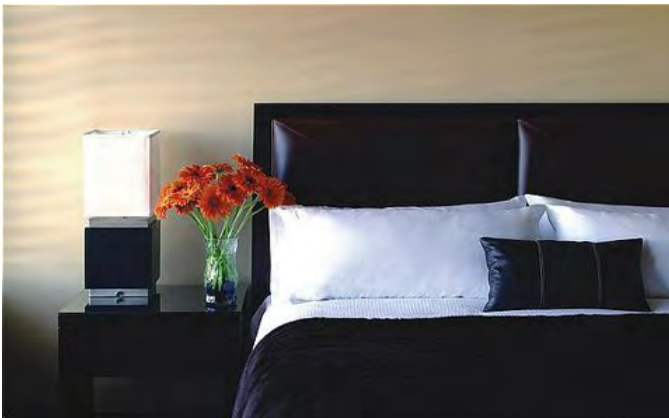
Residential concept



Hotel

concept

- boutique
- low rise
- high end



Meeting Date: October 4, 2012		Item Number: PH-2	
AGENDA ITEM: Consideration of a Zoning Code Map Amendment (ZCMA-P2012085) Establishing the Washington National Transit Oriented Development Planned Development (PD) Zone - No. 11			
Contact.: Susan Yun, Sol Blumenfeld		Phone Number: (310) 253-5755 / (310) 253-5761	
Public Hearing: ☒		Action Item: ☐	
Attachments: ☒			
Public Notification: On September 10, 2012, a notice (approximately 1,900 recipients) was mailed to all the property owners and occupants beyond a 500-foot radius of the site and emailed to the Master Notification List. On September 13, 2011, the site was posted.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Director	

RECOMMENDATION:

That the Planning Commission adopt Resolution No. 2012-P012 (Attachment No. 1) recommending City Council approval of Zoning Map (ZCMA-P2012085) establishing a Planned Development Zone for the Washington National TOD.

PROCEDURES:

1. Chair opens the public hearing and calls for a staff report and Commission poses questions to staff as desired. (As the City is the applicant in this case, the staff report will also serve as the applicant's presentation.)
2. Commission receives comments from 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 Los Angeles County Metropolitan Transit Authority (LACMTA) recently completed the first phase of the Exposition (Expo) Light Rail Transit (LRT) system which terminates at the Culver City Expo station. Culver City is seeking to

encourage development of a Transit Oriented Development (TOD) adjacent to the new station. The City envisions the Washington National TOD as a model, sustainable mixed use development that effectively brings housing, shopping and employment together with transit in order to promote important goals of improved air quality, regional mobility and area revitalization. The City wishes to encourage transit oriented development, while mitigating any potentially significant development impacts through establishment of a Planned Development (PD) Zone. The Washington National TOD site (the Site) is located within two cities, Culver City and Los Angeles, and within the jurisdiction of the LACMTA.

The purpose of the proposed PD zoning designation is to plan for the future development of the Washington National TOD project with a mix of compatible land uses including office, retail, restaurant, hotel and residential adjacent to the LRT station thereby encouraging use of convenient alternative transportation. The zoning designation is also proposed to create a unique, pedestrian oriented development that fits within surrounding commercial and residential neighborhoods and is consistent with redevelopment goals for the area. Further, the PD zoning is intended to ensure harmonious Site development within Culver City, Los Angeles and on the LACMTA property.

Pursuant to Chapter 17.240, Planned Development Zoning Districts, and Chapter 17.560, Comprehensive Plans, of Title 17, Zoning, of the Culver City Municipal Code (the "Zoning Code"), the PD Zone will be implemented upon future Planning Commission and City Council approval of a Comprehensive Plan submitted by the project developer for development of the Site. The portion of the Site located outside of Culver City will be rezoned through separate action coordinated between the City of Los Angeles and Culver City.

Since 2005, the City has assembled the 31 separate parcels known as the "Triangle Site" located at the intersection of Washington, National and Venice Boulevards and worked with the LACMTA to incorporate their right of way with the intent of developing a TOD project. The triangular shape of the property has challenged efficient site planning and parking layout, however, the City has extensively studied various development and financial scenarios and worked with the surrounding agencies and jurisdictions to ensure that the TOD is both financially feasible and reflects good planning practice.

Transit provides a key influence on land development but absent a good plan it cannot achieve the full potential to create attractive, financially feasible, sustainable, place-making development. The Washington National Transit Oriented Development Planned Development Zone No. 11 provides the regulatory measures to fulfill the promise of good planning and satisfy these objectives.

The recent dissolution of redevelopment has created the need to ensure City real estate assets are used for their intended purpose. Under AB 26 and 27 and follow up legislation AB 1484, former Redevelopment Agency real property that is to be developed may be subject to seizure by the State for sale and use. In order to address the potential problems that such action by the State would create, the City is proceeding with necessary predevelopment actions including the rezoning of properties to ensure that they will be developed for their intended purpose subject to the City's control through its Zoning Code Ordinance.

ANALYSIS:

1. The Planning Concept:

Land Uses Plan

Transit Oriented Development provides the means to organize land uses around transit to the benefit of both transit and development. The land use plan authorized under the proposed PD Zone will provide mix of retail, office, hotel and residential uses and a new local and regional destination served by convenient transit. The plan envisions land uses around the site perimeter located toward the street edge and leaves the project interior largely un-built to maximize green building technologies, open space and ensure a pedestrian orientation and promote walkability.

Central Open Space

A large attractive central open space is designated for the property interior, providing a park amenity for the community, residents, office tenants, customers and transit users. By generally locating buildings along the street edge and reserving the property interior as open space the project will not sit in shadow and project buildings can take full advantage of natural lighting, heating and cooling. Wherever possible, the open space should be on grade, rather than over parking structure to allow ground water recharge and the planting of mature stands of trees in addition to shrubs, turf and ground cover, providing a sunlit, landscaped passive recreational space for residents, hotel guests and commercial tenants and a programmed space for occasional daytime or evening special events.

Pedestrian Focus

All building frontage along major streets will be activated with pedestrian amenities that include outdoor dining, street graphics, special paving, pedestrian plazas, benches and other street furniture. The Site will be developed at the street elevation rather than on an elevated parking podium so that it communicates directly with the surrounding commercial neighborhood. The pedestrian environment will consist of small scale retail, hotel and cafes. Above grade parking that would detract from the project will be limited to short term hotel drop off or located away from view from the street or project interior.

Transit Plaza

A dramatic transit plaza will be designed to accommodate the change in elevation from the LRT platform to the TOD with special gathering spaces and locations for retail, seating, outdoor dining and an overlook for taking in the sights.

Project Scale and Amenities

The plan includes adequate right-of-way for wide, tree-lined sidewalks, accommodation of bike lanes or sharrows and public plazas at each major street intersection to open up the Site and provide a “window” into the development. The scale of the project will reflect the surrounding area, built to the current height restrictions but with additional development setbacks and offsets to create visual interest and attractive building massing.

2. Project Goals:

The goals for the project expressed over the duration of the TOD planning process include:

1. Create a horizontally and vertically integrated, pedestrian oriented, mixed use, transit oriented development (TOD) that incorporates office, retail, restaurants, hotel and housing.
2. Create a regional destination that provides regional benefits related to jobs and housing.
3. Promote the LRT connection to USC, Staples Center, Downtown Los Angeles and Downtown Culver City.

4. Fulfill the goal of TOD by bringing shopping, housing, and employment together to advance the goals of regional air quality and mobility for the City and region.
5. Utilize a multi-jurisdictional approach to development involving LACMTA, the City of Los Angeles, Cal Trans and Culver City to reduce development costs and maximize parking and development opportunities.
6. Coordinate land use planning, streetscape design, entitlements, permit issuance, inspections and encroachments between Culver City and Los Angeles.
7. Provide a model sustainable development with integral solar technology and other green building features for natural lighting, heating and cooling, and organize the site plan to reflect sustainable objectives.
8. Incorporate planned roadway widths and street dedications to allow ample right of way for wide sidewalks, landscaping, pedestrian amenities and bike paths or sharrows.
9. Avoid podium parking along streets and sidewalks and encourage walkability in and around the site.
10. Connect the TOD with Culver City's Hayden Tract, Arts District and Downtown, with bike lanes, sharrows, shuttle service and streetscape improvements.
11. Encourage design that is fitting with the neighborhood scale and compliant with the City's development standards.
12. Consider opportunities for gateway features visually connecting TOD projects to the east and south.
13. Promote project livability with a large, central, useable park space that communicates with surrounding site uses and provides turf areas to read or toss a ball, supporting both active and passive recreation.
14. Develop attractive, wide, tree-lined sidewalks along the Project street frontage that accommodate pedestrian and ground level retail activity.

15. Provide ample setbacks for outdoor dining, seating, colonnades, trellis structures and other amenities that promote ground level retail and pedestrian use.
16. Develop small scale ground level retail (not big box format).
17. Incorporate a boutique hotel as part of development program.
18. Maximize place-making potential for the project with creative, iconic design, attractive and usable open space, pedestrian site amenities and a unique transit plaza visually connecting the second story LRT platform to shops and plazas below.

3. Proposed Zoning:

The Site is located in Culver City, Los Angeles and within LACMTA right of way. Consequently there are multiple zoning classifications for the property reflecting the jurisdictions that have authority over land use. Within Culver City and inclusive of a portion of abutting LACMTA right of way, the property will be zoned PD. The remainder of the LACMTA right-of-way will retain a Transportation (T) zoning designation consistent with the existing transportation related uses. The portion of the Site located in Los Angeles will be zoned C2-2D including the abutting LACMTA right of way to comport with the Culver City zoning (See Attachment No. 3 - Proposed Zoning Map). The height district "D" designation will limit building height and floor area consistent with Culver City zoning. A corresponding General Plan Amendment will also be part of the Los Angeles entitlement process.

4. Proposed Development Program:

The PD Zone document (Attachment No. 1 - Exhibit B) offers a range of development for the Site and provides for two development phases. The final development program will be established upon approval of a Comprehensive Plan by the Planning Commission and City Council pursuant to the requirements of Chapter 17.240 of the Zoning Code. The project is envisioned as a low and medium scale development ranging from three to five stories and up to 56 feet in height consistent with the City's height ordinance. Achieving the optimum development program is important to ensure that the Site is appropriately sized and scaled to meet the TOD objectives of bringing together compatible uses and creating the critical mass necessary to help advance regional mobility needs. The proposed development program for the Washington National TOD will allow

development that entirely comports with the City's zoning requirements and includes a large central open space and an extensive network of pedestrian paths and plazas.

The 5.52 acre site will have a maximum building coverage of approximately 55 percent, reflecting the required project amenities which include a large central open space, transit plaza and the extensive use of public plazas and landscaped pedestrian paths. The public open space requirement is partly due to the use of tax exempt bond proceeds for Site land assembly. Pursuant to the federal tax code, property purchased with tax exempt bonds must be used to satisfy a "public purpose".¹ Approximately one-quarter acre of the Site (9,980 sq. ft.) was purchased with tax-exempt bond funds. The use of these funds requires that an equal amount of land in the future development be dedicated for public purpose such as park and public open space. In addition, given the proposed development program, with residential density at 65 units per acre, not less than 5,000 square feet of the TOD project must be reserved for public park space pursuant to the Community Benefit Program as provided for in the Mixed Use Ordinance. Therefore, a minimum of 14,980 square feet (or approximately 1/3 acre) of the project Site must be dedicated to public open space and park use.

The low Site building coverage is also established by the required parking supply. Parking is a significant and costly constraint on development and project parking is generally limited to two subterranean parking levels which must accommodate required TOD and Expo parking. (See Concept Parking -- Attachment No. 4). Further, the triangle shape of the Site is a significant development and parking constraint. While the shape of the Site significantly limits parking, building efficiency and the scope of development, incorporating LACMTA right of way through the LACMTA Option and Easement Agreements and utilizing parking encroachments to the curb line of Venice Boulevard and within National Boulevard helps alleviate the inefficiencies.

The PD Zone provides a range of development for each of the proposed project land uses given required open space, parking and building height restrictions. The development program below summarizes the development ranges and phasing for Site development.

(See Range of Development Table Below)

5. Range of Development:

The PD Zone provides a range of development for each of the proposed project land uses given required open space, parking and building height restrictions. The following table summarizes the development ranges and phasing for Site development.

Land Use	Units	Sq. Ft./ Acres/Area	Rms./ Mtg. Rms.	Parking
Office	--	Min. 159,734 sq. ft. Max. 200,000 sq. ft.	--	Min. 456 Max. 572
Retail ¹ & Restaurant ²	--	Min. 25,000 Max. 85,000	--	Min. 157 Max. 329
Open Space		1/3 Acre Min.		
Site Coverage ³		55% Max.		
Residential ⁴	Min. 120 ⁵ Max. 200 ⁵	--		Min. 270 Max. 450
Hotel/Mtg.Rms. ⁶			Min. 128 Max. 148	Min. 154 Max. 175
Total Parking Demand ⁷				Min. 1,037 Max. 1,526
Total Supply Parking ⁸ (Two Levels)				Max. 1,567
Phase I Parking ^{8,9}				Min. 600 Expo
Net TOD				Min. 926 TOD
Phase II Parking ^{8,9}				Min. 300 Expo
Net TOD				Min. 1,226 TOD

1. Assume retail: 13,000 sq. ft. (min) and 73,000 sq. ft. (max).

2. Assume restaurant: 12,000 sq. ft. (min) and (max).

3. Site coverage is limited to 55% except that the coverage factor may be exceeded only by that amount necessary to accommodate building articulation, green building principles and architectural design features.

4. Project residential density is limited to 50 dwelling units per acre except pursuant to the Mixed Use Ordinance, where a community benefit is approved through the Comprehensive Plan approval process allowing up to 65 dwelling units per acre within the TOD District.

5. Residential Parking: Assume 2-3 bedroom units @ 2 per unit + 1 guest per 4 units = 2.25 per unit.

6. Hotel Parking: 1 per room + 1 per 20 rooms. Mtg. Rms: 2,000 sq. ft. @ 1 per 100 sq. ft. = 20 spaces.

7. See Attachment No. 5 for all required parking ratios.

8. 1,567 spaces are provided, but 1,526 spaces are the total required for the maximum development program. Therefore the net required with Expo parking is 926 Phase I and 1,226 Phase II.

Where parking demand exceeds supply on 2 subterranean levels, a third parking level shall be required.

9. Phase I Expo requires 600 parking spaces, Phase II Expo parking reduces to 300 spaces and permits Phase II development of the TOD.

6. **Project Parking:**

The minimum parking supply to be provided on site is 1,567 spaces which must fully accommodate the total development program under current parking code requirements with the mix of uses and development ranges identified above. The final project parking supply and design will be established through the Comprehensive Plan approval process. Approximately 1,567 parking spaces can be supplied in two subterranean parking levels and limited at grade parking and podium parking located away from street frontage and screened from view. The subterranean parking will be accessed from major street frontage. Any additional development beyond the development ranges identified above may require additional parking supplied on a third subterranean parking level, subject to Comprehensive Plan approval. Beyond project code required TOD parking, parking must be provided for transit users, with 600 dedicated Expo spaces required in Expo Phase One and 300 spaces in Expo Phase Two. (See Attachment No. 4 – Concept Parking Plan)

7. **Project Phasing:**

The TOD project phasing is influenced by Expo parking. Expo Phase One requires 600 parking spaces. In Phase Two, the required Expo parking is reduced to 300 stalls. Expo Phase Two will provide a second phase of TOD development utilizing the residual Expo parking. The Comprehensive Plan will identify the amount, type and mix of additional uses to be developed in the TOD Phase II.

8. **Development Review Process:**

The Washington National TOD project requires a two-step entitlement process in Culver City and separate approval process in Los Angeles. The following describes the Culver City project approval process:

Step One: Planned Development Zoning - The first step involves re-zoning the Site from Industrial General and Transportation zones to a Planned Development zone incorporating project goals, objectives, development program, allowable uses and related development standards pursuant to Chapter 17.240 of the Zoning Code. The Planning Commission will consider and make recommendations on a proposed Planned Development resolution. The Planned Development zone is implemented through the adoption of an ordinance by City Council after consideration of the Planning Commission's recommendation. LACMTA has approved the

proposed rezoning or their property. (See Attachment No. 6 - Project Application).

Step Two: Comprehensive Plan Review - Following enactment of the Washington National Transit Oriented Development Planned Development Zone No. 11, the second step in the process involves the approval of a Comprehensive Plan submitted by the developer pursuant to Chapters 17.560 of the Zoning Code. The Comprehensive Plan will be consistent with PD Zone No. 11 and detail the specific site design, circulation, parking, land uses, building intensity, architecture, open space, public spaces and plazas and identify environment impacts and related mitigation measures through project environmental analysis and submittal of supporting technical studies. The Comprehensive Plan is approved by the City Council after consideration of the Commission's recommendation. The developer shall also process a street vacation for Exposition Boulevard which has been abandoned as part of the development of the Culver City Expo station

9. Infrastructure:

Site development will require improvements to sewer, water, gas, communication and electric service based upon the proposed range of development in the project Comprehensive Plan. Some utility relocation may also be required with Site development. Although the precise extent and costs for these infrastructure improvements will be established upon submittal of a Comprehensive Plan by the developer, the costs will generally be shared on a pro rata basis. A community facilities district (CFD) is one financial tool available to commercial property owners within the TOD District to help fund public improvements and services through private property assessment and bond finance. Required off-site improvements for the Washington National TOD PD Zone may be funded through a CFD if commercial property owners agree. The kinds of improvement that may be funded include:

- New Infrastructure
- Utility Relocations
- Streetscape Improvements
- On-going maintenance

Establishment of a CFD can ensure timely completion of all necessary public improvements. A preliminary infrastructure plan has been prepared to identify the necessary improvements to support TOD District development, consistent with Section 15.12.035 of the Culver City Municipal Code (CCMC).

10. Permitted and Prohibited Uses:**a) General Provisions**

The property zoning will provide for pedestrian related uses and mixed use development that is consistent with the emerging pedestrian character of East Washington Boulevard, the Art's District and the TOD District.

The ground floor along the project street frontages developed on the Site will accommodate small scale retail and dining establishments. The interior open areas of the Site will include outdoor dining, retail and a large, landscaped open space connected by pedestrian walks and plazas. The open space will accommodate community oriented uses and passive recreation. Office or residential uses will be located on building upper levels with some creative office uses permitted at the ground level interior away from street frontage. The project is designed to be pedestrian oriented with permitted uses that are intended to draw locally from the surrounding neighborhoods and regionally via the Expo LRT. The permitted uses of the PD zone will comport with the General Corridor Land Use designation of the General Plan and the adopted Washington National Design for Development which encourages transit oriented uses.

b) Allowed Uses and Permit Requirements

The following uses shall be allowed and encouraged within the Washington National TOD Comprehensive Plan.

(See Permitted Use Table Below)

LAND USE ⁽¹⁾	PERMIT REQUIREMENT P - Permitted Use CUP – Conditional Use Permit AUP - Administrative Use Permit	SEE SPECIFIC USE REGULATIONS OF THE ZONING CODE
Accessory food service	P	
Accessory retail uses	P	
Alcoholic Beverage Sales	AUP	17.400.015
Artisan shops	P	
Automated teller machines (ATMs)	P	17.400.025
Banks and financial services	P	
Bars, night clubs	CUP	
Child day care centers	CUP	
Creative office	P	
Clubs, lodges, and private meeting halls	P	
General retail stores	P	
Home occupations*	P	
Hotels	P	
Health/fitness facilities*	CUP	
Indoor amusement/entertainment facilities*	P	
Internet Café	P	
Live/work units*	P	
Media production – Indoor support facilities*	P	
Medical services – Office/Clinics	P	
Mixed use projects	P	
Offices*	P	
Outdoor retail sales and display ⁽²⁾	P	17.400.075
Parking facilities**	P	
Personal services*	P	
Pet Shop	P	
Public recreational and cultural facilities	P	
Public Safety facilities	P	
Restaurants	P	
Restaurants, outdoor dining	P	
Specialized schools (culinary or similar)	AUP	
Studios – Art, dance, music, photography, etc.	P	
Telecommunications facilities, cellular*	AUP	
Theaters	P	

⁽¹⁾ See Article 7 of the Culver City Zoning Code for definitions of the land uses listed.

⁽²⁾ Ancillary to a primary retail use.

* Subject to ground floor restriction

** Subject to subterranean parking and limited surface parking restrictions in Section 6

11. Development Standards:

In addition to requirements set forth in Sections V-VII, the following development standards shall apply to Site development.

A. Development Intensity

Maximum and minimum development thresholds for the Site shall be established in order to correctly size the project to fit within the surrounding area while providing the critical mass necessary to help advance mobility goals. The PD Zone development ranges will help maximize transit use by workers, shoppers and residents of the Site. A Comprehensive Plan approved for the property must comply with these development thresholds. Site development must be consistent with the maximum applicable density of Zoning Code Section 17.400.065 – Mixed Use Development Standards, the requirements of the height district and the development standards defined herein. Building site coverage is limited to approximately 55 percent of the site area except that the coverage factor may be exceeded only by that amount necessary to accommodate building articulation, green building principles and architectural design features and by the requirement for not less than 1/3 acre of landscaped open space pursuant to Section IV (F) of the PD document. Project residential density is limited to 50 dwelling units per acre except pursuant to Zoning Code Section 17.400.065 – Mixed Use Development Standards, where a community benefit is approved through the Comprehensive Plan approval process allowing up to 65 dwelling units per acre within the TOD District

B. Building Height

Maximum building height shall be 56 feet for structures in the Washington National TOD PD Zone pursuant to the requirements of the Commercial General zone as outlined in Chapter 17.220 of the Zoning Code.

C. Building and Development Setbacks

Building setbacks shall be subject to the applicable setback requirements of the Zoning Code Section 17.400.065 – Mixed Use Development Standards, except that the PD Zone shall provide for an additional Pedestrian Setback as defined herein along all street frontage in order to provide pedestrian streetscape amenities, in order to create a more attractive building orientation to the adjacent streets and sidewalks and to ensure varied building form and massing (as opposed to flat and uniform building facades). The building setback shall be calculated as noted in Section 11 (D).

D. Pedestrian Setback

Pedestrian Setbacks shall be provided along all street frontage as follows: Ground level Pedestrian Setback of 15 feet along major street frontage for allowable pedestrian uses defined below. Not less than 50 percent of the pedestrian setback must be open to the sky, providing however that up to 50% of the required setback above the second floor level or along the street frontage at grade may encroach into the required setback by up to 50%. Allowable uses within the Pedestrian Setback at grade may include: outdoor dining, seating niches, open arcades and trellis structures, fountains and landscaping. (See Attachment No. 7 – Pedestrian Setback)

E. Pedestrian Plazas

Buildings shall be configured to encourage the creation of plaza spaces at strategic locations along the site perimeter and street frontage. The project interface at the intersection of Washington, National, and Venice Boulevards will incorporate pedestrian plazas linked internally to a network of pedestrian paths and will provide an opportunity for seating, special paving and informal gathering places.

F. Landscaping

- I. Landscaping shall be provided in required on-grade open space, pedestrian plazas, on pedestrian paths and along street frontage and shall include shade canopy trees, shrubs, planted berms, and ground covers. Landscaping shall also be provided in decorative planters and in-ground planters, on trellis structures arbors, planter walls and green screens.
- II. A detailed landscape master plan identifying the design and installation requirements for landscaping of the entire site shall be provided as part of the Comprehensive Plan submittal and shall include individual groupings of trees with not less than an average planting height of 20' in addition to shrubs, groundcovers, vines and planted landforms.
- III. Substantial groupings of trees shall be provided within the central open space and shall be provided on grade to the maximum extent feasible in order to ensure maximum plant growth and vitality. When major tree planting is provided over the subterranean parking

deck it shall be installed in raised planters of not less than 12 feet in depth as measured from the finished surface in order to accommodate trees at maturity.

- IV. Landscape provided above grade shall be provided in planters on arbors, trellis', planter walls and with bermed planting.

G. Streetscape

Streetscape improvements including paved surfaces along the public right of way shall incorporate decorative pavers to enhance the pedestrian quality of the project. The developer shall provide a pro rata share of funding for decorative paved crosswalks at Washington and National Boulevards and as specified in a TOD District Streetscape Plan which includes benches, planters, trash receptacles, way finding signage and other street furniture.

H. Public Art

All private and public development activities shall comply with the requirements established in the CCMC for the City's Art in Public Places Program.

I. Design Parameters

The PD zone prescribes Site locational requirements (setbacks, step backs and building coverage) for buildings and the location of land uses which influence building form but not architectural style. The Comprehensive Plan will require a detailed architectural plan submittal for review by the Planning Commission and the City Council in order to ensure the Site is developed with iconic, placemaking architecture that fits with the surrounding commercial and residential neighborhoods.

J. Sustainability and Green Building

The project developed on the Site must meet Leadership in Energy Efficient Design (LEED) Standards but need not be LEED certified. As part of the Comprehensive Plan submittal, the developer must identify how the project site plan promotes natural lighting, heating and cooling, facilitates the use of alternative transit, reduces Global Greenhouse Gas Emissions and complies with LEED building standards, the City's Green Building requirements as set forth in the CCMC, Ordinance and Cal Green Requirements.

K. TOD / Mixed Use Development

The Site must be developed as a horizontally and/or vertically integrated mixed use transit oriented development. The Comprehensive Plan submittal must define the location of building pads, the harmonious relation of Site uses to promote an integrated plan, the relationship of each use on the Site and the building orientation and use connection to the LRT station

L. Parking

1. Design and Development:

Project parking shall fully comply with parking requirements for all land uses as prescribed in the Chapter 17.320 – Off-Street Parking and Loading of the Zoning Code. The parking layout and location shall be designed to avoid pedestrian conflict and efficiently distribute parking to and from the Site. There shall be a minimum of two means of subterranean parking ingress and egress provided at Washington and National Boulevards. Parking beyond that which is Code required shall also be designed to leverage efficient and cost-effective use of the parking facility via joint use when approved by LACMTA. Limited on grade parking may be provided (subject to the requirements listed in Section VI. Site development shall minimize parking impacts through:

- Location of the majority of project parking below grade, minimizing the use of short term, surface parking for hotel check in and/or certain short-term retail / restaurant parking; and/or as needed to meet accessibility requirements.
- Appropriately integrating subterranean parking with project development through vertical and horizontal connections.
- Integrating residential development with parking design.
- Designing parking supply and parking structure ingress and egress to accommodate the full scope of development.
- Screening any surface parking from view from the street and within the project.
- Applying “Smart Parking” technologies, such as electronic signs that identify the number of available spaces.
- Fully accommodating Expo and TOD parking and sharing such parking when parking demand allows.

2. *Parking Structures*

- Off-street parking shall be fully code complying and located in subterranean or limited above grade parking located away from street frontages. In support of providing subterranean parking, the City may consider utilization of space under adjoining streets and public rights-of-way for parking purposes. Right of way that may potentially be used for subterranean parking encroachments are Venice Boulevard in Los Angeles and National Boulevard in Los Angeles and Culver City and the Expo right of way pursuant to the LACMTA Option and Easement Agreements. Further, Exposition Boulevard within the project Site shall be vacated by the developer to accommodate subterranean parking and the TOD development program. (See Parking Encroachments -- Attachment No. 8).
- Subterranean parking structure floor heights shall be designed to accommodate access routes to handicap and vanpools as required by State law.

M. Access and Circulation

The Site shall be developed to minimize grade separation along street frontage. Podium parking shall be prohibited along the street frontage in order to create a continuous pedestrian pathway from the project to the street edge. The Site shall be developed to include pedestrian plazas, pedestrian access points and building separations that allow views into the Site and open onto the street frontage. These pedestrian access points shall be provided at strategic points along the Site perimeter to ensure the project has a seamless connection with the surrounding neighborhood.

12. TOD Requirement Related to Expo:

a) Transit Plaza

The developer shall be required to construct a transit plaza within the Expo right of way to connect the Expo LRT Station with the TOD. The Transit Plaza shall be designed to accommodate the change in grade from the LRT platform to the TOD in order to create gathering spaces, locations for retail sales, seating and outdoor dining. The final design of the transit plaza is subject to LACMTA approval.

b) Access to LRT Platform and Station

The design of the Site shall allow full access to the LRT platform and Expo LRT Station and is subject to LACMTA approval.

c) Expo Parking

Dedicated Expo LRT Station parking shall be provided pursuant to the LACMTA Option and Easement Agreement. Expo LRT Station parking shall be convenient for Expo riders and access shall be controlled to ensure that the full complement of required Expo LRT Station parking is available. During non-peak ridership periods as defined by LACMTA, Expo LRT Station parking shall be shared for cost-effective use of public parking facilities with the TOD project.

d) Isolation Wall Construction

An isolation / shoring wall separating the LRT Platform from the TOD/Expo subterranean parking shall be provided along the LACMTA right of way to protect LACMTA improvements. The design and construction of the Isolation Wall shall be subject to approval by LACMTA. The Isolation Wall shall be constructed to an approximate depth of 24 feet consistent with the anticipated depth of the subterranean parking garage and shall be in place prior to commencing with Site development

ENVIRONMENTAL DETERMINATION:

Pursuant to Sections 15162 and 15168 of the California Environmental Quality Act (CEQA), ZCA P-2012006 is within the scope of the Culver City General Plan Update Program EIR approved on September 24, 1996 (PEIR 1), and the Culver City Redevelopment Plan Amendment and Merger Program Subsequent EIR approved on November 16, 1998 (PEIR 2). The circumstances under which PEIR 1, and PEIR 2, were prepared have not significantly changed and no new significant information has been found that would impact either PEIR 1 or PEIR 2; therefore, no new environmental analysis is required at this time related to rezoning of the property. Further, Site development shall be subject to environmental review pursuant to CEQA as part of the applicable Culver City and Los Angeles entitlement process. Such environmental review shall be fully funded at developer's cost upon submittal of a Comprehensive Plan identifying the project development program and submittal of all required technical studies including a circulation, parking and traffic impact analysis based upon the City's *Criteria for Traffic Impact Studies for Proposed Developments*. Should traffic impacts be identified, related project traffic mitigation measures may be imposed.

CONCLUSION:

The proposed Washington National Transit Oriented Development Planned Development Zone No. 11 will help effectuate the redevelopment of the Washington National site for transit oriented development, providing the necessary development standards to ensure that the property is appropriately designed in harmony with surrounding commercial and residential neighborhoods and consistent with the City's objectives. The proposed property rezoning is the first step in the approval process that will culminate the seven year effort to create a place-making transit oriented development that benefits the City and the region.

ALTERNATIVE OPTIONS:

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

1. Recommend to the City Council approval of the proposed Zoning Code Map Amendment if the required findings can be made.
2. Recommend to the City Council approval of the proposed Zoning Code Map Amendment with additional or different amendment language if deemed necessary to meet the required findings.
3. Recommend to the City Council disapproval of the proposed Zoning Code Map Amendment if the required findings cannot be made.
4. Continue the Agenda Item and request staff to conduct additional analysis and/or provide additional information prior to arriving at a final recommendation.

NOTES:

1. 1986 Tax Reform Law. Properties acquired using tax-exempt bond proceeds must be used for public purpose.

ATTACHMENTS:

1. Resolution No. 2012-P012 and Exhibit A, Zone Change Map and Exhibit B, Planned Development Zone No.11 Washington National Transit Oriented Development Draft Ordinance
2. Project Concept Plan
3. Proposed Zoning Map
4. Concept Parking
5. Parking Requirements per Zoning Code
6. Project Application
7. Pedestrian Setback
8. Parking Encroachments

RESOLUTION NO. 2012-P012

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF A ZONING CODE MAP AMENDMENT (ZCMA P-2012085) ESTABLISHING PLANNED DEVELOPMENT ZONE NO. 11, FOR THE WASHINGTON NATIONAL TRANSIT ORIENTED DEVELOPMENT SITE, LOCATED AT THE NORTHWEST CORNER OF WASHINGTON BOULEVARD AND NATIONAL BOULEVARD, ADJACENT TO THE CULVER CITY EXPOSITION LIGHT RAIL TRANSIT STATION.

(ZCMA P-2012085)

WHEREAS, the City of Culver City (the "Applicant") initiated an amendment to the official Culver City Zoning Map, as referenced and established in Section 17.200.015, Title 17 of the Culver City Municipal Code (the "Zoning Code"), to rezone the property located at the northwest corner of Washington Boulevard and National Boulevard more fully described as: i) that portion of Tract No. 5461, owned by the City of Culver City, and described as a portion of Lot 19 and 20, and all of Lots 21 through 52, inclusive; ii) that portion of Exposition Boulevard, owned by the City of Culver City, 40' in width extending northwesterly from Washington Boulevard to the common City boundary line of the City of Culver City and the City of Los Angeles; and iii) the northerly 91' of that 150' wide parcel, owned by Los Angeles County Metropolitan Transportation Authority (LACMTA), that extends northwesterly from Washington Boulevard to the common City boundary line of the City of Culver City and the City of Los Angeles, in the City of Culver City, County of Los Angeles, State of California (collectively, the "Site") from Industrial General (IG) and Transportation (T) to Planned Development (PD), as set forth in Exhibit "A", Zone Change Map, attached hereto; and

WHEREAS, the establishment of a PD Zone with related goals, objectives, development and land use standards, and requirements for the entitlement process, as set

forth in Exhibit "B" attached hereto, will allow for the future development of the Site for a Transit Oriented Development (TOD) comprised of a mix of compatible land uses including office, retail, restaurant, hotel and residential, adjacent to the Culver City Exposition Light Rail Transit Station (the "Expo Transit Station"); and

WHEREAS, on October 4, 2012, after conducting a duly noticed public hearing on the subject application, including full consideration of the application, plans, staff report, environmental information and all testimony presented, the Planning Commission by a vote of 5 to 0, recommended to the City Council approval of Zoning Code Map Amendment, ZCMA P-2012085, for Planned Development Zone No. 11, as set forth herein below.

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

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

Zoning Code Map Amendment for Planned Development Zone No. 11:

As outlined in CCMC Title 17, Section 17.620.030.A, the following required findings for a Zoning Code Map Amendment are hereby made:

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

The proposed Zoning Code Map Amendment ensures and maintains internal consistency with the goals, policies and strategies of the General Plan. Specifically, the Zoning Code Map Amendment will change the zoning of the Site from the IG and T zones to a PD zone and will make the Site consistent with the General Plan Land Use "General Corridor" designation.

The proposed zone change will allow for future development of the Site for a TOD comprised of a mix of compatible land uses including residential, office, retail,

restaurant, hotel, and residential, adjacent to the Expo Transit Station. The proposed zone change furthers Objectives 2, 4, 5, 6, 8, 10 and 12 of the General Plan Land Use Element by establishing development standards that would provide additional housing, quality living and pedestrian environments, promote economic vitality with neighborhood serving retail and fine restaurants, allow for creative office type uses, enhance visual quality by utilizing sustainable urban design principles and providing streetscape improvements along commercial corridors. The proposed Zoning Code Map Amendment will not result in inconsistency with the General Plan.

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

The proposed Zoning Code Map Amendment is not detrimental to the public interest, health, safety, convenience or welfare of the City. The proposed zone change from Industrial General and Transportation to Planned Development Zone No. 11 with related goals and objectives, development and land use standards and requirements for the entitlement process, will implement a future TOD on the Site through the review and approval of a Comprehensive Plan while mitigating any potentially significant development impacts. The PD zoning designation will create a unique, pedestrian oriented development that fits within surrounding commercial and residential neighborhoods and is consistent with redevelopment goals for the area. Further, the PD zoning is intended to ensure harmonious Site development within Culver City, Los Angeles and on the LACMTA property as a model, sustainable mixed use project that effectively brings housing, shopping and employment together with transit in order to promote important goals of improved air quality and regional mobility. The PD zoning will focus the types of uses and development standards consistent with the goals and objectives of a mixed use TOD area. No health or safety hazards have been identified in the review of the proposed zone change.

3. The proposed amendment is in compliance with the provisions of the California Environmental Quality Act (CEQA).

Pursuant to Sections 15162 and 15168 of the CEQA Guidelines, the proposed Zoning Code Map Amendment is within the scope of the Culver City General Plan Update Program EIR approved on September 24, 1996 (PEIR 1) and the Culver City Redevelopment Plan Amendment and Merger Program Subsequent EIR approved on November 16, 1998 (PEIR 2). The circumstances under which PEIR 1, and PEIR 2 were prepared have not significantly changed and no new significant information has been found that would impact either PEIR 1, and PEIR 2; therefore, no new environmental analysis is required.

As outlined in CCMC Title 17, Section 17.620.030.B, the following additional required finding for a Zoning Code Map Amendment is hereby made:

4. The sites are physically suitable (including access, provision of utilities, compatibility with adjoining land uses and absence of physical constraints) for

the requested zoning designation(s) and anticipated land use development.

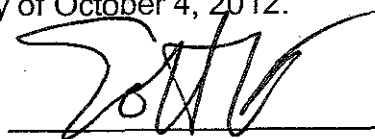
The current request is for a Zoning Code Map Amendment to establish a PD Zone. The proposed PD Zone will establish development standards that will allow for future development of a mixed use TOD development that includes retail, hotel, office, residential and open space uses. This is the first step of a two-step approval process.

The second step involves the submittal and approval of a Comprehensive Plan that will detail the specific Site design, circulation, parking, land uses, building intensity, architecture, open space, public spaces and plazas and identify environmental impacts and related mitigation measures through the project environmental analysis and submittal of technical studies. City review and analysis of the Comprehensive Plan application after the PD Zone is established will ensure that future development on the Site is designed with adequate access, compatible with adjoining land uses and capable of providing utilities that will serve a proposed development.

There are no current physical constraints on the Site as it is developed temporarily with a surface parking lot for the Expo Transit Station. Prior to the parking lot, the Site was developed with various warehousing, commercial and retail uses. The Site is mainly accessed off of Washington Boulevard and National Boulevard. The Site is void of any building structures except for the Exposition Light Rail Transit line and station and related appurtenances. The surrounding areas are expected to be developed with mixed use, office, and retail uses. The establishment of a PD zone includes development standards that allow for mixed uses while restricting other uses that are not compatible with a TOD neighborhood thereby ensuring compatibility with anticipated land use development in the TOD area.

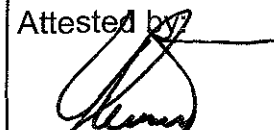
SECTION 2. Pursuant to the foregoing recitations and findings, the Planning Commission of the City of Culver City, California, hereby recommends to the City Council approval of Zoning Code Map Amendment, ZCMA P-2012085, establishing Planned Development Zone No. 11, as set forth in Exhibits A and B, attached hereto and made a part thereof.

APPROVED and ADOPTED this 4th day of October 4, 2012.



SCOTT WYANT, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by



Yvonne Hunt
Administrative Secretary

October 4, 2012

Mr. Sol Blumenfeld
Community Development Director
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232

Dear Sol:

I am currently out of the country and unable to attend the hearing on what I refer to as the Triangle Site. Venice Pacific Investments is the owner of the approximately 4.5 acre sit across National Boulevard from the site as shown on the attached map. I want to be on the record supporting the zone change as the next step in the journey to create a gateway project worthy of Culver City.

In anticipation of the site being developed, we have plans to improve our building of approximately 147,000 square feet, with special attention to our westerly facing facades. I have been part of the process from probably the very beginning and would welcome being a constructive party in this process.

Very truly yours,



General Partner
Venice Pacific Investments

(I would appreciate the letter being read aloud at the meeting. Thank you.)