

1 approval necessary to address the site features and ensure compatibility of the proposed
2 Project with the development and uses on adjoining properties and in the surrounding
3 neighborhood; and

4 Administrative Use Permit, P2019-0291-AUP: to ensure the proposed use of
5 tandem parking spaces within the proposed parking structure complies with all required
6 standards and City ordinances, and to establish conditions of approval to ensure the use is
7 compatible with the Project site and surrounding area; and

8 Administrative Modification, P2019-0291-AM: to ensure that the proposed
9 reductions in the minimum parking (stall and aisle/backup) dimensions complies with all
10 applicable required standards and City ordinances, and to establish conditions of approval to
11 ensure the use is compatible with the Project site and surrounding area; and

12 Density and Other Bonus Incentives, P2019-0291-DOBI: to ensure
13 implementation of State law requirements for density bonuses and other incentives and of the
14 goals and policies of the Housing Element of the City's General Plan; and

15 Zoning Code Map Amendment, P2019-0291-ZCMA: for the change of the
16 existing zoning designation from Industrial General (IG) to Commercial General (CG), to ensure
17 the proper rezoning of the property from to CG and establish consistency with the General Plan
18 Land Use designation of General Corridor; and

19 Parking Reduction: to ensure the requested parking reduction, based on a
20 project's proximity to transit and/or a shared parking analysis, demonstrates that such
21 reduction will not negatively impact surrounding commercial or residential neighborhoods; and

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28 WHEREAS, on December 9, 2020, after a duly noticed public hearing on the
subject application, including full consideration of the application, plans, staff report,

1 environmental analysis and all testimony presented, the Planning Commission by a vote of 4
2 to 0 (i) adopted a Class 32 Categorical Exemption, in accordance with the California
3 Environmental Quality Act, finding the Project will not result in significant adverse
4 environmental impacts; and (ii) adopted Resolution No. 2020-P016, approving Site Plan
5 Review P2019-0291-SPR, Administrative Use Permit P2019-0291-AUP, and Administrative
6 Modification P2019-0291-AM, and recommending to the City Council approval of Zoning Code
7 Map Amendment, P2019-0291-ZCMA and Density and Other Bonus Incentives P2019-0291-
8 DOBI, subject to conditions of approval; and
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10 WHEREAS, on February 8, 2021, after conducting a duly noticed public hearing
11 on the aforementioned DOBI request as well as the proposed Parking Reduction request,
12 including full consideration of the application, plans, staff reports, environmental analysis,
13 Planning Commission recommendation, and all testimony presented; the City Council (i) by a
14 vote of ___ to ___, determined that no new information has become available and no changes
15 in the proposed Project have been made since the Planning Commission adopted the Class
16 32 Categorical Exemptions and, therefore, no additional environmental analysis is required;
17 and (ii) by a vote of ___ to ___, approved Ten Density and Other Bonus Incentives, P2019-
18 0291-DOBI, and the Parking Reduction, subject to Conditions of Approval referenced herein
19 below.
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23 NOW, THEREFORE, the City Council of the City of Culver City, California, DOES
24 HEREBY RESOLVE as follows:

25 Section 1. Pursuant to the foregoing recitations and the provisions of the
26 Culver City Municipal Code (CCMC), the following required findings are hereby made:
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1 **Density and Other Bonus Incentives**

2 As outlined in CCMC Section 17.580.020, the following required findings for a Density and
3 Other Bonus Incentives are hereby made:

4 **A. The project would be compatible with the purpose and intent of the General Plan and**
5 **the provisions of this Title.**

6 The Project is compatible and consistent with the General Plan’s General Corridor Land
7 Use designation, which emphasizes community-serving retail and is intended to support
8 medium density housing opportunities. The Project is also consistent with the goals of the
9 General Plan, specifically, Objective 2 of the Land Use Element, which calls for the retention
10 and creation of housing throughout the City and the encouragement of multiple-family
11 housing opportunities within neighborhoods designated for this development type. The
12 Project is also consistent with Objectives 5 and 6 of the Land Use Element, which calls for
13 the encouragement of new business opportunities that expand the City’s economic base
14 and serve the needs of the City’s residential and business community, and for the
15 revitalization of the physical character and economic well-being of the City’s commercial
16 corridors. In addition, the Project is consistent with Objective 23, which calls for the
17 enhancement of residential and business uses within the Eastern sub-Area. Based on
18 review of the preliminary development plans, the proposed residential development is not
19 anticipated to result in any significant impacts on surrounding uses or to be inconsistent
20 with the goals of the General Plan. Furthermore, the addition of twelve (12) net units,
21 including three (3) affordable units, will count toward meeting the Regional Housing Needs
22 Assessment (RHNA) allocation for Culver City, and will be consistent with Objective 2 of
23 the Housing Element, which encourages opportunities for developing a variety of housing
24 types while protecting the character and stability of existing neighborhoods. The granting
25 of a density increase and other concessions and waivers from CCMC requirements (i.e.
26 setbacks, height, parking dimensions) is consistent with Land Use Element Policy 3.A and
27 Housing Element Policy 3A that call for providing incentives for the development of new
28 affordable housing consistent with State Density Bonus Law. The Project is consistent with
Housing Element Policy 3.B which calls for support of affordable housing development by
private developers. The Project is consistent with General Plan Housing Element Measure
4.A., which calls for the City to work with developers who wish to process DOBI applications.

The density increase from 35 to 65 dwelling units per acre is consistent with the Zoning
Code provisions for Mixed Use and the City Council adopted Community Benefit Incentive
Program. The developer is providing two (2) additional affordable units as a community
benefit in return for increased density. Further, the density increase resulting in one (1) low
income affordable dwelling unit is consistent with state and local laws and policies as noted
above. These density increases are consistent with expected thresholds of development
and build-out projections as delineated in the General Plan Land Use Element.

1 **B. The project will not be detrimental to the public interest, health, safety, or general**
2 **welfare, or injurious to persons, property, or improvements in the vicinity and zoning**
3 **district in which the property is located.**

4 The site provides adequate onsite circulation and parking in compliance with all Zoning
5 Code requirements, modification allowances, and State Density Bonus Law requirements,
6 and will not produce any vehicular or pedestrian hazards. No off-site circulation hazards
7 are presented by the proposed Project since access points are designed to ensure
8 elimination of conflicts between vehicles entering the surface parking and vehicles entering
9 the subterranean parking. Adequate walkways and assure pedestrian and ADA access that
10 is separated from the vehicular access points. Accordingly, the use and enjoyment of
11 neighboring development is not negatively impacted or interfered with, as the Project
12 conforms with applicable standards and is appropriately conditioned.

13 Proposed setback reductions, height increase and parking dimension reductions will not be
14 detrimental to the public interest, health, safety, and general welfare because such relief
15 from code requirements is allowed under State Density Bonus Law and results in three (3)
16 affordable housing units, including one (1) low income unit, which is needed in the area.
17 Further, massing of the Project, with the alternating asymmetrical front-facing balconies and
18 build out to property lines at the front, sides, and rear is oriented towards the corridor and
19 the TOD station to the east. The proposed height limit and setbacks are consistent with
20 Commercial General development standards for commercial buildings, and is well-
21 articulated by material changes, and balconies, while additional ground floor amenities
22 enhance and activate the pedestrian environment. The site provides adequate onsite
23 vehicular and pedestrian access, circulation and parking in compliance with all zoning code
24 requirements, or exception allowances, and will not produce any vehicular or pedestrian
25 hazards. The proposed building complies with applicable Zoning Code requirements,
26 including the standards of the CG Zone and Mixed Use Ordinance, with the exceptions
27 provided for by the AM and DOBI provisions. Therefore, the Project will not be detrimental
28 to the public interest, health, safety, or general welfare, or injurious to persons, property, or
improvements in the vicinity.

The conditions of approval and compliance with all CCMC requirements and other City
standards and guidelines will ensure that the proposed Project will not be a detriment to the
public interest, health, safety, or general welfare, or injurious to persons, property, or
improvements in the vicinity and zoning district in which the property is located. The use of
both Community Benefits and State Density Bonus Law density increases will compliment
any future proposed mixed use projects in nearby commercial properties that may seek to
increase their density in a similar fashion. Further, by increasing housing density on the
site and providing three affordable housing units, the Project will serve the best interest of
the public health, and general welfare.

1 **C. The number of dwellings can be accommodated by existing and planned**
2 **infrastructure capacities.**

3 The site is located in an existing urbanized neighborhood, within the TOD district, and along
4 a primary artery between two (2) major corridors. Therefore, public facilities to the site are
5 currently existing and will be upgraded, augmented, and/or replaced as needed. City review
6 of the Project did not determine that upgrades to the existing facilities could not be achieved.
7 Further, the existing and proposed public service facilities necessary to accommodate the
8 Project such as: the width and pavement of the adjoining streets, traffic control devices,
9 sewers, storm drains, sidewalks, street lights, proposed street trees, fire protection devices,
10 and public utilities are provided for adequately as confirmed by the City agencies that
11 reviewed the Project during the interdepartmental review process. Finally, the Project will
12 result in upgrades to the abutting street (e.g. sidewalk, curb, gutter) as specified by the
13 Public Works Department.

14 **D. Adequate evidence exists to ensure that the development of the property would**
15 **result in the provision of affordable housing in a manner consistent with Cal. Gov't**
16 **Code § 65915, or as may be amended, and the purpose and intent of this Title.**

17 The Project's base density per the Zoning Code after community benefits as allowed under
18 Mixed Use standards is twelve (12) units. Based on State Density Bonus Law, the applicant
19 is requesting a 20% density increase in return for reservation of at least 10% of the total
20 base density units for low income households. The Project proposes a density increase of
21 2 units for a total of 12 units. Ten percent of the base 10 units will be made affordable to
22 low income households or individuals. This equates to $10\% \times 10 = 1$ unit. Two (2) additional
23 affordable units are provided as a community benefit. The Project will result in 12 units with
24 one (1) of those units covenanted for 55 years for low income individuals or households.
25 The covenant requiring affordability for 55 years will be a Project condition. The additional
26 affordable (moderate income and workforce) housing units provided as a Community
27 Benefit will also have a 55-year affordability term requirement, as specified in the
28 Disposition and Development Agreement. Adequate evidence exists to ensure that the
development of the property would result in the provision of affordable housing in a manner
consistent with Government Code, Section 65915.

29 **E. There are sufficient provisions to guarantee that the designated dwelling units would**
30 **remain affordable in the future.**

31 The Project will result in 12 units with one of those covenanted for 55 years for low income
32 individuals or households. The additional affordable (moderate income and workforce)
33 housing units provided as a Community Benefit, will also have a covenanted 55-year
34 affordability term requirement, as per the associated DDA. The covenant requiring
35 affordability for 55 years will be a Project condition and will be administered by the City's
36 Housing Authority to ensure compliance with State affordable housing law including
37 residents of these units meeting low income criteria.

1 **Parking Reduction**

2 As outlined in CCMC Section 17.320.025.A, the following determination for a parking reduction
3 is hereby made:

4 **Within a designated TOD District, or within transit oriented developments, parking**
5 **may be reduced by resolution of the City Council based upon consideration of**
6 **proximity to transit and/or a shared parking analysis, which demonstrates that such**
7 **parking reduction will not negatively impact surrounding commercial or residential**
8 **neighborhoods.**

9 The Project is comprised of a mix of uses including ground floor retail, second floor office,
10 and twelve (12) residential dwelling units in the floors above. In addition, the Project site is
11 located within the Transit Oriented Development District and is within close proximity to
12 numerous public transportation stops, including bus and light rail and multiple transit
13 agencies. Based on the Zoning Code requirements, the Project would be required to
14 provide a total of nineteen (19) spaces for the commercial and twenty-seven (27) parking
15 spaces for the residential. A subterranean parking structure provides nineteen (19) parking
16 spaces, while three (3) additional public parking spaces and a carshare space are located
17 at the surface level. In addition to the carshare, the Project incorporates bicycle parking
18 above the minimum required by the Zoning Code and will implement an employee Metro
19 Tap Card subsidy program.

20 The proposed reduction of parking for the twenty-seven (27) spaces required for the
21 residential component is based on the Project's mobility measures, which include Metro
22 Tap Cards, carshare, and bicycle parking, as well as the Site's location in the TOD, and
23 proximity to the Culver City Expo Station and numerous other public transit stops. The
24 Parking Sufficiency Report prepared by Crain and Associates, provides support of the
25 concepts that provide the basis for the parking reduction, and specifically, that
26 developments within close proximity of transit have significantly lower parking demand.
27 Further, given the mixed use nature of the Project, including uses with differing patterns of
28 peak parking demand, and the incorporation of the noted mobility measures, the report
concludes that the proposed reduction is well supported.

SECTION 2. Pursuant to the foregoing recitations and findings, the City Council
of the City of Culver City, California, hereby approves Density and Other Bonus Incentives,

1 P2019-0291-DOBI, and Parking Reduction, subject to the applicable conditions as set forth in
2 Exhibit A to Planning Commission Resolution No. 2020-P016.

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4 APPROVED and ADOPTED this _____ day of _____, 2021.

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7 _____
8 ALEX FISCH, Mayor
9 City of Culver City, California

10 ATTEST:

11 APPROVED AS TO FORM:

12 _____
13 JEREMY GREEN, City Clerk

14 *for* 
15 _____
16 CAROL A. SCHWAB, City Attorney

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