

City of Culver City, California
Planning Commission Agenda Item Report

Meeting Date: February 17, 2016		Item Number: PH-1	
AGENDA ITEM: Proposed Comprehensive Plan, Height Exception and Tentative Tract Map (P2015-0141-CP, HTEX, and TTM) to allow a mixed use development consisting of a 148 room hotel, approximately 57,700 gross square feet of retail and restaurant uses, 196,300 gross square feet of office use and 200 residential dwelling units located at 8824 National Boulevard.			
Contact.: Susan Yun, Senior Planner Thomas Gorham, Planning Manager		Phone Number: (310) 253-5755; (310) 253-5727	
Public Hearing: ☒		Action Item: ☐ Attachments: ☒	
Public Notification: On January 26, 2016 a notice was posted on the site and was mailed to all the property owners and occupants within a 1,000 foot radius of the Culver City's Transit Oriented Development area (approximately 1,900 recipients) and emailed to the Master Notification List. The notice was also published in the Culver City News on January 28 and February 4, 2016.			
Planning Approval: Thomas Gorham, Planning Manager		Department Approval: Sol Blumenfeld, Director of Community Development	
<u>RECOMMENDATION:</u> That the Planning Commission: 1. Adopt a Mitigated Negative Declaration (MND) based on the Initial Study finding that the Project, with mitigation measures incorporated, will not have a significant adverse impact on the environment (Attachment No. 2); and 2. Recommend to the City Council Approval of Comprehensive Plan, P2015-0141-CP, Height Exception, P2015-0141-HTEX, and Tentative Tract Map, P2015-0141-TTM subject to the Conditions of Approval as stated in Resolution No. 2016-P002 (Attachment No. 1). <u>PROCEDURES:</u> 1. Chair opens the public hearing and calls for a staff report and Commission poses questions to staff as desired. 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.			

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BACKGROUND:

Request

Culver Station, LLC (the Applicant) is requesting approval of a Comprehensive Plan, Height Exception and Tentative Tract Map to redevelop a 5.53-acre triangular-shaped property located south of the intersection at Venice Boulevard and National Boulevard, with portions of the site located in Culver City and the City of Los Angeles (Project). The Project site is located immediately adjacent to the Los Angeles Metropolitan Transportation Authority (Metro) Exposition (Expo) Line and Culver City Station (Culver City Metro Station or Metro Station). The proposed transit oriented development (TOD) Project known as Ivy Station would include a mix of office, retail, restaurant, residential and hotel uses. Existing uses on the Project site include light industrial and commercial uses along Venice Boulevard and surface parking for the Metro Station throughout the remainder of the Project site, all of which would be demolished and removed to support development of the Project.

Project History

In 2000, the City and the former Culver City Redevelopment Agency (CCRA) commenced with early planning for the site. In 2005, the former CCRA started assembling the 31 blighted parcels known as the "Triangle Site" located at the intersection of Washington, National and Venice Boulevards and worked with Metro to incorporate their right of way with the intent of developing a TOD project. The property assembly was completed in 2011 at a total cost of \$43 million. The triangular shape of the property has challenged efficient site planning and parking layout, however, the City and former CCRA extensively studied site development and financial scenarios and worked with necessary agencies which have site jurisdictions to ensure that the TOD is both financially feasible and reflects good planning practice. Based upon the an extensive site analysis, the City proceeded with easement agreements with Metro that allow joint development of the Metro right-of-way for parking and development purposes and expended \$3.1 million on structural redesign and construction enhancements to allow subterranean parking encroachment abutting the Expo Light Rail. Prior to development, the Triangle Site accommodates temporary Expo parking and is subject to a license agreement that allows temporary parking for up to five years or when the site is to be redeveloped.

The City and former CCRA spent 10 years, visioning, planning and acquiring the site to make it ready for redevelopment as an office, retail, restaurant,

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residential and hotel development with approximately 1,500 stalls of subterranean parking serving the Expo light rail station and the project. The Project is envisioned as a model, sustainable mixed use development that effectively brings housing, shopping and employment together with convenient transit in order to promote important goals of improved air quality, regional mobility and area revitalization. The Project site is located within two cities, Culver City and Los Angeles, and within the jurisdiction of Metro. It is also subject to Caltrans review relative to access and use of Venice Boulevard, a California State Highway. The property is zoned Planned Development District No. 11 (PD-11) which only permits transit oriented development under a specified development program and pursuant to detailed development standards.

The PD-11 Zone allows site development pursuant to approval of a Comprehensive Plan. The development standards permit medium scaled development ranging from three to five stories and require a large central open space and an extensive network of pedestrian paths and plazas and a maximum building coverage of approximately 55 percent. The public open space requirement stems, in part, from the use of tax exempt bond proceeds for site land assembly which requires that the land be allocated for a "public purpose" such as public open space. Therefore, given the property PD-11 zoning and the method of land assembly, a minimum of 14,980 square feet (or approximately 1/3 acre) of the Project site must be allocated to public open space and park use.

Proposed Development

The Ivy Station (the Project) would include a stand-alone 5-story office building (the Office Building) with retail and restaurant uses on the ground floor. In addition, two interconnected 5 and 6-story buildings would be developed over a podium parking level. The buildings would include a 200-unit residential building (the Residential Building) and a 148-room boutique hotel (the Hotel Building). A mix of retail and restaurant uses would also be provided on the ground level within these buildings. The Project parking would be provided on-site within the ground-level podium and subterranean parking structure. The Project also provides parking for the adjacent Expo Station. The proposed buildings would be connected with a series of landscaped courtyards and open spaces at both the pedestrian and podium levels. A detailed discussion of the project is provided below.

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Project Site

The Project site (the Site) is bounded by Washington Boulevard to the southeast, National Boulevard to the northeast, Venice Boulevard to the northwest, and the Metro right-of-way to the south. The Site is located within both the City of Culver City and City of Los Angeles and also within the jurisdiction of Metro. The total developable area of the Site is 5.53 acres. 4.15 acres are located within the City of Culver City and 1.38 acres are within the City of Los Angeles. The Metro right-of-way is 2.68 acres. A 1.67 acre portion of the Metro right-of-way, exclusive of the Metro platform and station area, is included as part of the development parcel through an Option and Perpetual Easement Agreement negotiated with Metro subject to specific terms and conditions which includes the Metro specified complement of 300 permanent Expo parking spaces in the Project upon completion.

The Site is strategically located near multi-modal facilities including Expo, local and regional bus transit such as Metro, CulverCity Bus, Big Blue Bus and LA Commuter Express, bike routes along Ballona Creek, Expo, and Venice Boulevard and major roadways including Venice, Robertson and Washington Boulevards. The Project presents exceptional opportunities to promote transit use given its close proximity to key activity and employment centers within Culver City and the Westside. Within Culver City, the Site is conveniently accessible to Downtown Culver City, Hayden Tract, Sony, The Culver Studios, Helms Bakery Complex, the Culver City Arts District and the two TOD projects that are currently under construction (Access Culver City and Platform).

Existing Conditions

The majority of the Site is located within the City of Culver City and currently includes an asphalt paved surface parking area consisting of approximately 600 parking spaces for the adjacent Metro Station. The existing surface parking lot was permitted as temporary Expo parking under a license agreement with the Metro pending commencement of construction of the Project. The remainder of the Site includes parcels fronting Venice Boulevard located within the City of Los Angeles. These Venice Boulevard parcels consist of six one-and-two story buildings containing light industrial and commercial uses.

The portion of the Site which currently serves as the temporary Expo Station parking lot was previously occupied by various commercial and light industrial uses including, a motel, nursery, auto repair service/body shops,

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miscellaneous crafts manufacturing shops, warehousing, and retail establishments. This portion of the Site was demolished and cleared by 2009.

The Site also contains a portion of the former Exposition Boulevard right-of-way (now abandoned) which runs parallel to the Metro right-of-way. The Exposition Boulevard right-of-way is 40 feet wide and is approximately 0.73 acres. Exposition Boulevard will be vacated as part of this development through the proposed Tentative Tract Map.

Planning and Zoning

As discussed above, the Site includes areas within Culver City, the City of Los Angeles, and within the Metro right-of-way. As such, there are multiple planning and zoning classifications for the property reflecting these jurisdictions (see Attachment No. 3, Project Zoning/Jurisdictions Map).

On November 12, 2012, Culver City approved rezoning the Site to PD-11 for the purpose of developing the Project. The PD-11 zoning applies to both the City property and a 91 foot wide portion of the Metro right of way, exclusive of the 59 foot wide Expo train platform which is designated Transportation (T) use.

The Culver City General Plan land use designation for the entire Site is Commercial – General Corridor. No changes to the existing Culver City Zoning or General Plan designations are being proposed by the Project.

The portion of the Site within the City of Los Angeles is zoned Manufacturing (M1-1) and has a General Plan land use designation of Limited Manufacturing. The City of Los Angeles will be processing required entitlements including any necessary Zone Changes or General Plan Amendments subsequent to Culver City's entitlement process. The Applicant has initiated a preliminary application review with the City of Los Angeles and will be subject to additional plan review and public hearings by the various acting bodies, including, the City of Los Angeles Advisory Board, Area Planning Commission and City Council. Public hearing notices for the proposed Project will be mailed out separately by the City of Los Angeles.

Project Description

The Project provides a total of 148 hotel rooms, 200 residential units, 196,333 gross square feet of office use, 57,742 gross square feet of retail and restaurant use. Only the Office Building has uses in both jurisdictions, with the

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Residential Building and Hotel Building being located entirely within City of Culver City. The Project development program is summarized below:

- Office Building: The Office Building is five (5) stories, (up to 75 feet in height to the roof and 90 feet to the top of the mechanical equipment screening) and includes a total of approximately 171,911 leasable square feet of office uses on levels 1 to 5. On the ground level, the Office Building would contain approximately 17,440 square feet of retail uses and 7,806 square feet of restaurant uses with frontages along Venice Boulevard, National Boulevard, or situated internally along the Transit Plaza and landscaped courtyards/open space areas facing the Metro Station and/or the residential building. The Office Building would be located within both Culver City and City of Los Angeles jurisdictions. Within the City of Los Angeles, the Office Building would include 14,197 square feet of retail use, 3,775 square feet of restaurant use, and 155,024 square feet of office use. Within Culver City, the Office Building would include: 3,243 square feet of retail use, 4,031 square feet of restaurant use, and 16,916 leasable square feet of office use. Within the Office Building, an open air common amenity space would provide external access to office tenant spaces on levels 2 to 5 with a roof deck on level 5 providing the opportunity for office gatherings.
- Residential Building: - The Residential Building is two (2), five (5) and six (6) stories (up to 80 feet in height to the roof and 93 feet to the top of the roof access stair) and include 200 residential units (for lease), with approximately 159,863 square feet of residential tenant space located within levels 2 through 6. Located on the ground level, the Residential Building contains approximately 16,262 square feet of retail space and 5,211 square feet of restaurant space situated along the paseo and landscaped courtyards/open space areas facing the Metro Station and the Office Building. Three residential lobbies would be provided on the ground level. The primary lobby, mailroom and adjoining leasing office space (2,945 sq. ft.) is located near the hotel **porte-cochere** and valet services. The remaining two residential lobbies would be located within the northern and southern portions of the Residential Building.

The Residential Building includes 18 studio units, 132 one bedroom/bath units and 50 two-bedroom/two-bath units. The residential units would be serviced with on-site staff inclusive of valet, doorman and resident manager, as well as resident security and service staff.

Resident-only amenities located on level 2, include approximately 10,059 square feet of residential pool courtyard space; 6,932 square feet of

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secondary residential courtyard; 1,104 square feet of residential gym space; and 2,736 square feet of residential club room space with an outdoor terrace (1,082 square feet).

- **Hotel Building:** The Hotel Building would be five (5) to six (6) stories (up to 80 feet in height to the roof and 93 feet to the top of the mechanical equipment screening/roof access stair) and include a 148-room boutique hotel representing approximately 54,193 square feet of hotel rooms located within Levels 2 through 6.

The Hotel Building would include 67 standard king rooms, 52 double queen rooms, 14 “guestroom plus” rooms, 14 king suites, and one penthouse suite. Hotel and guest access would be provided via the **porte-cochere** /grand entry which connects to approximately 4,104 square feet of hotel lobby space located on the ground level along Washington Boulevard. The ground level of the Hotel Building would include approximately 1,268 square feet of retail space with frontage along National Boulevard, and 3,892 square feet of restaurant/bar space with frontage along the corner of National Boulevard and Washington Boulevard.

Located on Level 2 within the Hotel Building, hotel guest-only amenities would include; 1,643 square feet of hotel gym with terrace space; 3,977 square feet of ballroom space; 2,076 square feet of meeting space with an 850 square feet outdoor terrace space; and 745 square feet of board room space. Located on level 6, the hotel would provide 6,272 square feet of rooftop pool/spa deck and bar space.

- **Parking:** A total of 1,531 parking spaces will be provided for the Project. 52 spaces will be provided on Level 1 (on grade), 443 spaces in P1, 546 spaces in P2, 490 spaces in P3. 300 Metro parking spaces are provided as part of the overall parking provided on-site. Access will be provided for office, residential, hotel and commercial uses from Venice, National and Washington Boulevards.
- **Open Space:** The Project would include a total of approximately 159,400 square feet of outdoor open spaces (including 23,048 square feet of enhanced off-site street frontages), gateways, and landscaped and hardscaped amenity space. Of this total, approximately 26,445 square feet would be private open space, while approximately 99,128 square feet would be public space, as discussed below. The remaining 10,779 square foot hotel courtyard space (2nd level podium) would be public/private open

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space. Open space for the office, residential and hotel uses are described in the respective building section discussions.

ANALYSIS:

TOD Goals and Objectives

The TOD goals and objectives for the Site include: bringing shopping, housing, and employment together to advance the goals of enhanced regional air quality and multi-modal mobility; promoting the Expo Line connection to USC, Staples Center and Downtown Los Angeles, Westside cities, and Downtown Culver City; and connecting the Project with Culver City's Hayden Tract, Downtown and Arts District, with enhanced streetscape improvements including new bike lanes, new bus stops, wider sidewalks for pedestrians with new street trees, benches, bicycle racks, and wayfinding signs.

The specific Project goals identified in the PD-11 Zone include:

1. Promote transit oriented development (TOD) by bringing shopping, housing, and employment together in proximity to mass transit to advance the goals of improved air quality and mobility for the City and region.
2. Create a pedestrian oriented, mixed use, TOD that incorporates office, retail, restaurants, hotel and housing.
3. Create a regional destination that provides local and regional benefits related to jobs and housing.
4. Promote Site connectivity with surrounding local and regional centers including the Westside, USC, Staples Center and Downtown Los Angeles.
5. Work with other cities and agencies including Metro, the City of Los Angeles, and Caltrans to reduce Site development costs and create more efficient parking and development opportunities for a financially viable project.
6. Coordinate land use planning, streetscape design, entitlements, infrastructure funding, permit issuance, inspections and parking encroachments between Culver City and Los Angeles.
7. Provide a model sustainable development that facilitates use of solar technology and other green building features for natural lighting, heating and cooling and through creative site planning.

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8. Incorporate planned roadway widths and street dedications in Project design to allow sufficient right of way for landscaping, pedestrian amenities, bike lanes and sharrows.
9. Avoid above grade structured or “podium” parking along streets and sidewalks that is unattractive and discourages walkability in and around the Project site.
10. Connect the TOD area with Culver City’s Hayden Tract, Arts District and Downtown, with integral bike and shuttle facilities.
11. Encourage design that is fitting with the surrounding neighborhood scale and compliant with Culver City development standards.
12. Promote the unique location of the Site with development of a gateway feature highlighted by art, special lighting streetscape amenities and decorative crosswalks.
13. Promote Project livability with a large, useable, central, open space that communicates directly with Site uses and provides an opportunity for passive recreation.
14. Ensure proper Site planning that considers the action of sun and shadow and minimizes negative shadow impacts upon Project open space.
15. Use on-grade open space to allow installation of mature trees, shrubs and ground covers and promote ground water recharge.
16. Minimize the use of hardscape and maximize the use of landscape for Project open space and use decorative paving throughout the Site when hardscape is provided.
17. Develop, attractive, wide, tree-lined sidewalks along Project street frontage that makes effective use of deciduous, canopy tree planting for solar advantage.
18. Provide ample setbacks for outdoor dining, seating, colonnades, trellis structures and other pedestrian amenities that support ground level retail and pedestrian activity.
19. Develop small format ground level retail (not “big box” warehouse use).
20. Develop a boutique hotel to serve the area.
21. Maximize place-making potential for the Project with attractive design, creative Site planning and extensive use of Site amenities.

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With these goals and objectives established, the City of Culver City and former CCRA proceeded with the completion of land assembly and comprehensive planning for the Site, negotiated agreements with Metro for use of its right of way and made structural improvements to the Expo train platform to allow use of the Metro right-of-way for development and subterranean parking. The Site was rezoned and the City commenced with selecting a Site developer, Lowe Enterprises Real Estate Group (Lowe), to develop the Project.

As part of the long-range planning for the Site and surrounding area, the City has also prepared a Washington National TOD District Streetscape Plan which implements many of the TOD area goals and provides an enhanced pedestrian environment to promote walkability and use of alternative transit. The streetscape improvements will be implemented with each new TOD project, including the Ivy Station.

The overall planning and development of the Site, from initiation through completion, is estimated to be twenty years and fulfills the City's goals of creating a sustainable, place-making development that brings housing, shopping and employment together with convenient mass transit.

Comprehensive Plan

A Comprehensive Plan is required for the Project pursuant to Zoning Code Section 17.560, Comprehensive Plans. The Project Site was re-zoned in 2012 from Industrial General (IG) and Transportation (T) to Planned Development District No. 11 (PD-11). The proposed Comprehensive Plan includes the development standards and allowed land uses established pursuant to the PD-11 Zone which reflects the mixed use transit related character of the Project. The intent of a Comprehensive Plan is to allow for flexibility in the application of the Zoning Code standards for large scale developments. A Comprehensive Plan considers innovation in site planning in order to more effectively respond to site features, uses on adjoining properties, and other impacts that the Zoning Code may not be able to adequately address. The PD zoning district is implemented with the Comprehensive Plan.

The Comprehensive Plan document, submitted as part of the Project application includes all the relevant land use and development standards for the Project including setbacks, building height, parking, permitted uses, site plan, floor plans, building elevations and renderings, building materials and colors, landscaping, open space, mobility, and sustainability provisions (Attachment No. 5).

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Land Use Provisions

The permitted uses of the PD-11 Zone is consistent with the General Corridor Land Use designation of the General Plan and the adopted Culver City Exposition Transit Light Rail Station Washington National Design for Development (DFD) which encourages transit oriented uses. The PD-11 zoning provides for pedestrian related uses and mixed use development that is consistent with the pedestrian character of East Washington Boulevard, the Art's District and the Transit Oriented Development area. 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 Expo.

TOD/Mixed Use Development Standards

The Site is to be developed as a vertically and horizontally integrated mixed use transit oriented development. The proposed development is consistent with the maximum applicable density permitted under the PD-11 zone and Zoning Code Section 17.400.065 – Mixed Use Development Standards.

The base density of 50 dwelling units per acre, as allowed in the PD-11 zone, permits 276 dwelling units on the Site. The proposed 200 residential dwelling units conforms to the maximum applicable density requirements for PD-11.

Consistent with the Mixed Use Development Standards and the pedestrian orientation of the Transit Oriented Development area, the Project includes retail, restaurant and café space located on the ground floor of the residential and hotel, and office buildings. The retail and restaurant uses front three streets (Venice Boulevard, National Boulevard and Washington Boulevard). Pedestrian access to the commercial uses and open space areas will be available from Venice, National and Washington Boulevards and from the interior podium level parking area located behind ground level retail uses in the Residential building.

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Site Plan

The Project Site plan creates a pedestrian serving, place-making development through an extensive open space network of pedestrian walks, plazas, a “Great Lawn” serving as a public park and the Expo Transit plaza that integrates the Project with the surrounding developments and accommodates Expo riders, employees, residents and shoppers using the Project. Retail and café uses will line the park area and the transit plaza providing opportunities for shopping and dining experiences. Buildings are connected through a series of landscaped courtyards and open spaces at both the pedestrian and podium levels that will be programmed for occasional daytime or evening special events to create a dynamic place for the public, commuters, hotel guests and residents.

The landscape and streetscape design are central to making the Project a more livable, pedestrian friendly, accessible, and vibrant development. The pedestrian experience along all major streets (Washington, National and Venice Boulevards) includes retail and restaurant spaces that connect with outdoor dining areas to help animate the surrounding TOD area.

Sustainable features provided in the Project Site plan include Low Impact Development (LID) such as bioswales, filtration planters and cisterns for storm water capture located beneath open space and integrated with the parking deck. The Project Site plan is designed to promote the use of the Expo light rail transit, buses and other modes of travel with the inclusion of the transit plaza, pedestrian connections, enhanced bus stops, bike parking and opportunities for bike and car sharing. The transit plaza parallels and connects with the Expo Station and provides gathering spaces to serve commuters, Project residents, employees and the local community and includes locations for commuter related retail.

Architectural Design

The architecture of the Project is informed by its location on the site and the surrounding area and includes building setbacks, step backs and offsets to create interesting building design.

- Office: The Office Building has broad expanses of windows from the north and is the “front door” to the Project and the Expo Station. Deep balcony cantilevers are provided on the south façade of the office building overlooking the Great Lawn and public plazas below and a central “open air common area” provides programmable exterior spaces. Brightly colored

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wing walls are positioned off the balconies in a saw tooth pattern at the middle of building. The ground floor along the Venice Boulevard edge as well as the interior edge facing the Great Lawn and public plazas provides opportunities for restaurant and retail spaces, enhancing the pedestrian experience. Overhead roll-up doors provide fresh air and park views to office tenant spaces. A double height glazed lobby offers views from Venice Boulevard through to the Great Lawn.

- Residential: The housing and hotel uses are contained in two buildings with a limited number of short-term podium parking spaces on grade for retail users, covered valet access off Washington Boulevard and service to the rear of the retail space lining the park and the Transit Plaza. A series of sculpted, v-shaped courtyards are located above the podium providing natural light and views for the interior units and privacy for the residential pool courtyard.

The building exteriors facing the street, the park and the Expo Station platform are clad with a dark grey standing seam metal panel in a zig-zag form similar to the hotel building. The sidewalls of the balconies are painted a strong accent color as are the courtyard elevations. All the courtyard elevations are bright white exterior plaster with color accents. The balconies facing the courtyards are detailed with metal picket railings.

- Hotel: The Hotel Building is six (6) stories at the corner of Washington and National Boulevards. The Hotel Building then steps down to five (5) stories at the pool deck. The Washington and National Boulevard corner provides a public open space area partially covered by the hotel's upper levels. A hotel restaurant helps activate this corner. Stairs from the hotel courtyard connect to National Boulevard. The building exterior is clad with dark grey standing seam metal panels.

Building Height

The height limit for the property is 56 feet pursuant to Section 17.240.015 of the Zoning Code. The Applicant has requested a building height exception from the height limit. The Project must conform to the City's maximum height limit, unless it is granted a height exception pursuant to Section 17.300.025.C of the Zoning Code. After consideration of a recommendation by the Planning Commission, the City Council may adopt a resolution to establish an alternative maximum building height for projects located within Redevelopment Project Area Component Areas 1 through 3, consistent with the Design for Development established by the former CCRA. On December 10, 2012, the

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City Council adopted Resolution 2012-R098 transferring the land use plans and related planning functions of the former CCRA to the City of Culver City pursuant to Health and Safety Code Section 34173(i) (one of the provisions in the body of law implementing the dissolution of California redevelopment agencies). Such land use functions include the establishment of a Design for Development.

On November 12, 2012, the City Council considered rezoning the Ivy Station property (Zoning Code Amendment ZCMA P-2012085) and authorized granting a height exception for future site development providing that the project otherwise conforms with the development thresholds established under PD Zone No. 11. The City Council authorized granting a Project height exception based upon the following criteria:

- Sustainability
- Improved Massing and Open Space
- Financial Feasibility

The height limit for the property is 56 feet, however most buildings in the Project exceed the height limit. The Applicant maintains however, that additional height allows for more open space, varied massing and articulation for architectural interest and sustainable design features. The additional building height is not intended to contribute to additional density or building floor area, and the Project must otherwise comply with the development program permitted within the PD-11 Zone.

The developer is requesting a height exception to reconcile 1.) Maximizing on grade open space and improving building massing; 2.) Ensuring Project sustainability, and 3.) Ensuring the Project is financially feasible.

Sustainability:

The overall Project Site plan provides for reduced building coverage and increased open space to improve Project sustainability related to natural lighting, heating and cooling. Expansive areas of open space allow sunlight to penetrate to outdoor space and building interiors according to the developer.

The varied building heights and improved massing of the proposed structures also further support the goals and objectives of the TOD by creating a sustainable, mixed-use regional destination which brings shopping, housing, hospitality and employment together into a live, work, play environment. Building types include commercial office with ground floor retail and restaurant

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uses, multi-family residential with ground floor retail and restaurant uses above, and a boutique hotel with lobby, restaurant and banquet facilities with a roof top pool deck. The developer asserts that mixed-use nature of the development, along with the increased open space and enhanced pedestrian environment, further promotes the sustainability features of the development.

Specifically, the Project Site design is based upon sun and shadow and light and air studies. The developer maintains that these analyses have been used to improve building orientation and massing, resulting in increased open space throughout the development and that the increased open space has permitted the use of passive sustainability features, including a complete, on-site water retention and collection system. The retention system consists of multiple on-site cisterns to store collected water for on-site irrigation needs.

The improved massing which provides for significant open space areas also provides the opportunity for extensive planting that enhances the environmental benefit of the Site. Shadowing is minimized by building location and building orientation, providing multi-use open space serving active and passive recreation. Most of the public open space and Great Lawn are only partially shadowed during the day (particularly in the morning and during the winter season) but generally enjoy full sun at other times. In addition, the reduced shading enhances the opportunity for photovoltaic panel installation on the office building to supply common area energy demand.

Building Massing

The developer maintains that the proposed building massing includes unusual and interesting architectural features. For example, the hotel massing includes two kinds of setbacks. A minor series of building line setbacks along the upper floors of the south and east facing facades which frame the rooms of the hotel. At the ground level there is also a significant building setback which varies from 12' to 30' along the National Boulevard and 15' to 35'-6" along the Washington Boulevard frontage.

The Residential Building contains setbacks, exterior and interior balconies, and varied roof heights which provide a varied building form. On the northwest, the building setback varies from 2' to 10' feet. On south side, the building steps down and jogs from 2' to 10' feet for approximately one-third of the building. The roof line varies in height from 58' to 80' and steps down to a residential pool deck which is approximately 27' in height. The east side of the Residential Building contains varying roof lines that range from 58' to 80'.

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The Office Building contains cantilevered decks alternating with setbacks. Along north and south sides of the Office Building there are deep cantilevers. There is also a significant step back at the top floor. The east and west sides of the Office Building are angled from the north south elevations to create visual interest.

Financial Feasibility

The developer's request for the height exception is also based upon Project financial feasibility. The developer maintains that financial feasibility is related to the overall Project cost, type and scope of development. The Project is proposed as a midrise development ranging from two to six stories based upon the property zoning. 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 and ensure Project financial feasibility. According to the developer, this can be done at the Ivy Station by maximizing building height while including a large central open space and an extensive network of pedestrian paths and plazas. The 5.53 acre Site contains no more than 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 Project includes approximately 15 acres of subterranean parking required under PD-11 Zone which the developer maintains is a significant cost that produces little revenue.

The developer also maintains that the triangular shape of the property is a major development and parking constraint. Project parking is a significant cost and accommodating the complement of required parking necessitates constructing three subterranean parking levels to serve the Project and Expo parking needs. According to the developer, the parking costs and low building coverage required under the PD-11 Zone may be offset by increased building height which is required in order to maintain Project financial viability.

The financial feasibility impacts provided by the developer have been summarized below, comparing the proposed development with that of a development program which would retain the building footprints and coverage as planned, but eliminates the building area above the established height limit. This adjustment would result in the reduction of approximately 19% of the building floor area or 113,918 square feet overall. The developer maintains

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that the reduction of building area results in a substantial economic impact that impairs the economics of the development to a point of infeasibility.

The Project is currently projected to generate a 17.7% levered internal rate of return (IRR) over a six year hold period and an 8.0% stabilized return on cost. Based on discussions with equity investors, a 20%+ internal rate of return and 8%+ return on cost minimum threshold for a development of this type is expected, given the overall size, scale, construction type and development risk (i.e. there is no preleasing for any of the product types). However, the developer maintains that based on the superior Site location, the currently underwritten returns are in an acceptable range and is confident the Project is feasible as designed.

If designed to 56 feet, the developer maintains that Project returns are adversely impacted by the reduction in square footage. As highlighted in the summary chart below, the levered internal rate of return (IRR) decreases to 11.3% and the stabilized return on cost is 6.6%. These returns are well below an acceptable investor range given the level of risk associated with the development and the Project could not go forward without significant design changes to increase density through reducing the amount of open space.

Project As Designed		Reduced Height	
Total Square Footage	585,214 SF	Total Square Footage	471,296 SF
Total Project Costs	\$329.9 M	Total Project Costs	\$281.0 M
Net Operating Income*	26.4 M	Net Operating Income*	18.6 M
Return on Cost*	8.0%	Return on Cost*	6.6%
Project IRR (Levered)	17.7%	Project IRR (Levered)	11.3%

**Stabilized*

The following findings may be made in connection with the proposed development:

1. The proposed development is consistent with the purposes and intent of the General Plan and other plans adopted in the area in which the Project is located and will promote public health, safety and general welfare;
2. The extra height in the Project fosters sustainable design and improves architectural massing and other design features to improve the overall development of the property;
3. The proposed additional building height is necessary in order to ensure the financial feasibility of the Project as verified by a financial feasibility study

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demonstrating the financial benefits of constructing the Project at the proposed building height(s) in comparison to the current building height limit applicable to the property; and

4. The Project is primarily located in Redevelopment Project Area Component Area No. 3 and is consistent with the Design for Development established by the former CCRA.

Finding No. 1

The Project as designed will complement and be compatible with the surrounding properties and will in all other respects, conform to the applicable zoning regulations and development standards. The City has designated the surrounding area a Transit Oriented Development District (TOD District) to encourage redevelopment that benefits by proximity to mass transit. The redevelopment planning for the TOD District facilitates sustainable building and planning goals that encourage connectivity, good urban design, walkable and bike-friendly streets, good site access and mixed land use. The Project will promote these goals and is consistent with the General Plan and other adopted plans for the area.

The Project as designed promotes the public health, safety and welfare through mixed land uses that encourage active use of mass transit by tenants, workers and customers. The additional building height of the Project is offset by significant, usable, ground level open space. The Site includes a large central public open space that will be programmed and operated for public use and a public transit plaza that will provide a convenient commuter friendly location for retail and seating adjacent to the Culver City Expo Station.

The proposed building design and site layout maintains a good relationship to the surrounding commercial and residential neighborhoods. The overall site maintains a low site coverage (approximately 55%) providing the opportunities for significant open space and public space amenities. Further, the Project is located on a Site which is greater than 5 acres to create a significant buffer to adjacent properties. It is also bounded by a mix of commercial and industrial uses that will not be negatively impacted by the additional height in the development. The Site is accessed on three sides to promote area circulation and facilitate convenient entry to area parking. The Project contains significant parking to address Project and area-wide parking needs. Consequently the proposed development will not create injury to neighboring properties by hindering use or reducing or impairing property values.

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Finding No. 2

The extra height in the Project fosters sustainable design and improves architectural massing and other design features to improve the overall development of the property. The Site design is based upon sun and shadow and light and air studies. These analyses have been used to improve building orientation and massing, resulting in increased open space throughout the development.

The Project as designed, creates significantly more open space for community and public use, addresses view corridors and creates visually interesting building form while reducing sun/shade impacts. The increased Project open space has permitted the use of sustainability features, including storm water capture and reuse, solar technology and natural lighting and cooling.

Varied building heights and improved massing of the proposed Site structures also support the goals and objectives of the TOD by creating a sustainable, mixed-use regional destination which brings shopping, housing, hospitality and employment together into a live, work, play environment. Building types include commercial office with ground floor retail and restaurant uses, multi-family residential with ground floor retail and restaurant uses above, and a boutique hotel with lobby, restaurant and banquet facilities. The mixed-use nature of the development adjacent to the Culver City Expo Station which is designed with increased open space and enhanced pedestrian amenities creates synergy with the surrounding TOD area to encourage walkability, biking and use of mass transit.

Therefore, the Project Site design with mixed use development provides significant public open space that allows for natural lighting, heating, cooling, use of solar technology and storm water capture for on-site irrigation and is consistent with sustainable best practices.

Finding No. 3

If the building height was limited to 56 feet, the financial feasibility of the Project would be compromised. Comparing the proposed development with that of a development program that retains the building footprints and coverage as planned, but eliminates the building area above the established height limit excessively reduces development by approximately 19% of the building floor area, or 113,918 square feet overall. The reduction of building area results in a substantial economic impact that impairs the economics of the development to the point of infeasibility.

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The Project is currently projected to generate a 17.7% levered internal rate of return (IRR) over a six year hold period and an 8.0% stabilized return on cost which are the expected financial thresholds given the overall Project size, scale, construction type and development risk (i.e. there is no preleasing for any of the product types).

However, if designed to 56 feet the Project returns are adversely impacted by the reduction in square footage and the IRR decreases to 11.3% and the stabilized return on cost is 6.6%. These returns are well below an acceptable investor range given the level of risk associated with the development and the Project could not go forward without significant design changes to increase density through reducing the amount of open space. Therefore additional building height is required in order to ensure financial feasibility given the required zoning and development program.

Finding No. 4

The Site is to be developed as a vertically and horizontally integrated mixed use transit oriented development. The proposed development is consistent with the goals and objectives of the Redevelopment Plan for the Culver City Redevelopment Project Area Component Area 3 and the Exposition Light Rail Transit Station Area Design for Development (Expo DFD) which envisions area redevelopment supported by mass transit. The Project as designed provides for a mix of land uses that both support and are benefitted by proximity to transit.

Further, the mixed use transit oriented development conforms to the property zoning, General Plan and all area plans including planning by Metro and the City of Los Angeles. The Project is strategically located and designed to be accessible to multi-modal forms of transit including Expo, local and regional bus transit such as Metro, Culver City Bus, Big Blue Bus and LA Commuter Express, bike routes along Ballona Creek, Expo, and Venice Boulevard and major roadways including Venice, Robertson and Washington Boulevards and presents exceptional opportunities to promote transit use given its close proximity to key activity and employment centers within Culver City and the Westside.

The above noted findings are shown in the draft Resolution No. 2016-P002 (Attachment No. 1).

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Building and Pedestrian Setbacks

Pursuant to the PD-11 zoning regulations, pedestrian setbacks are required along all major street frontages to encourage pedestrian activity and provide space for pedestrian amenities. Along National Boulevard, a minimum setback of 12' and a maximum setback of 30' are provided to allow for a pedestrian experience that features retail frontages, seating, landscape elements, plazas, and building entries – all designed to enhance pedestrian movement and gathering. Although the Washington Boulevard street frontage is relatively short, it is an important component of the pedestrian experience as it leads to the Expo Station platform. The setback varies from a minimum of 15' to a maximum of 35'-6". Landscape elements, seating, bus shelters, and enhanced paving materials are provided in this space. Along Venice Boulevard, the setback varies from 0' to 20'-8" with an average distance to curb edge of approximately 31'. Landscape elements and an entry plaza at the office component of the Project create a meandering path of smaller and larger pedestrian spaces.

Open Space, Landscaping and Amenities

The Project includes a total of approximately 159,400 square feet of outdoor open spaces (including 23,048 square feet of enhanced off-site street frontages), gateways, landscape treatments, and amenity spaces. Of this total, approximately 26,445 square feet would be private open space, while approximately 99,128 square feet would be public space. The remaining 10,779 square foot hotel courtyard space (2nd level podium) is public/private open space.

The Project's key open space features include the Transit Plaza area (approx. 2,600 square feet), adjacent to the Expo Station, which serves as a transitional area to the site's centrally located Great Lawn (11,300 square feet)/Great Lawn Terrace (3,500 square feet) and Central Plaza (5,600 square feet). In addition, to these areas, the two Pedestrian Paseos which act as extensions of the Transit Plaza (14,200 square feet) along the site's southern boundary provide additional space next to the Expo Line platform to support outdoor gatherings and activities. The open space areas within the Project site incorporate seating and support a wide variety of entertainment and programs to serve residents, visitors, and the local community. These programs are intended to be internally oriented with restricted hours of operation in accordance with applicable City event and noise regulations. Overall, the ground level would include a total of approximately 99,128 square feet of public open space area.

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On the 2nd level podium, the Residential and Hotel Buildings would include the following private open space areas: residential pool courtyard (10,095 square feet); residential courtyard (6,932 square feet); club room terrace (1,087 square feet); Hotel gym deck (511 square feet); and hotel terrace (1,025 square feet). The total private open space areas on the 2nd level podium total 19,650 square feet. In addition, an approximate 10,779 square foot hotel courtyard space is provided on the 2nd level podium, which is assumed to be public/private open space since it could potentially be used for private events related to the hotel use. Overall, the 2nd level podium will include a total of approximately 30,449 square feet of open space area.

On the 3rd level of the Residential Building the Project would include an approximate 4,343 square foot roof terrace (private open space) on Level 3 next to the residential pool courtyard that would be accessible to only an individual unit or units, similar to one's balcony in an apartment.

On the 6th level of the Hotel Building, the Project would include an approximate 5,299 square foot roof top pool deck (private open space).

The public open space areas within the Site would incorporate seating and support a wide variety of entertainment uses and programs to serve the Project's residents, visitors, and the local community. Potential programs contemplated for the Project's landscaped courtyards/open space areas include design/craft/art markets, farmers markets, musical concerts, beer gardens/outdoor food, live theater (including community theater), dance performances, dance lessons, movies, discovery playground, business-oriented talks, author readings, storytelling, and aerobic classes/training.

On the ground level, the exterior boundaries of the Project Site along Venice Boulevard, National Boulevard, and Washington Boulevard includes a streetscape design pursuant to the City's adopted Washington National TOD Streetscape Plan that provides special paving, parkway planters, street trees, public seating, street graphics, wayfinding signs, and other public space amenities.

Parking

The Project would include 1,531 vehicular parking spaces primarily distributed over 3 levels of subterranean parking. The subterranean parking will be accessed via garage ramps from Venice Boulevard, National Boulevard, and Washington Boulevard. 52 spaces will be provided on Level 1 (on grade), 443

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spaces in P1, 546 spaces in P2, 490 spaces in P3. All required 300 Metro spaces would be provided in Garage Level P3 and primarily accessed at National Boulevard. A limited number of short term parking spaces are provided at grade accessed from National Boulevard. The parking assignment for each use of the development is segregated with access control. Five primary parking areas are provided for hotel, residential, office, Expo, and retail/restaurant uses. The Site development includes an encroachment of subterranean structures into a small portion of the National Boulevard right-of-way to alleviate parking layout in efficiencies due to the Site's triangular shape.

Total Parking Required

Based on the proposed uses, building square footage, residential unit types and parking ratios described above, the Project requires a total of 1,521 parking spaces. The required parking is summarized in the table below:

Land Use	Area sq.ft	Parking Ratio	Total Parking Stalls
Retail and Restaurant	51,854	1:250 sf	207
Office	171,911	1:350 sf	491
Hotel	148 rooms	1:1	223
--Guestrooms:	6,825	--1:20	7
--Meeting Rooms		--1:100 sf	68
Residential	200 units		300
--Studio	18	1 space	18
--One Bedroom	132	1 space	132
--Two &Three Bedroom	20	2 spaces	40
--Residential Guest		1 space/ 4 units	50
Metro			300
		Total	1,521

Vehicle Parking Plan

- **Hotel Parking:** The porte-cochere of the hotel and entrance is located at Washington Boulevard. Parking is full valet service only and located on Garage Level P2, with a direct access/exit ramp. There are a total of 223 spaces required for the hotel rooms and meeting rooms. A total of 21 stalls are required for the hotel restaurant and retail spaces. Included in that are 6 accessible stalls and 1 van accessible stall.

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- Residential Parking: Secured and assigned parking for the residences are located on Garage Level P1 with access and egress off National Boulevard. There are a total of 250 assigned spaces, including 33 tandem that are assigned for 33 of the 50 2-bedroom apartments, and 50 unassigned guest parking required for the residential uses. 6 accessible stalls and 2 van accessible stalls.
- Office Parking: Office parking is located on Garage Levels P1, P2 and P3 with primary access from Venice Boulevard and secondary access from National Boulevard. This is also a controlled access parking with assigned and guest parking. A total of 491 stalls are required for the office use, including 4 accessible stalls and 1 van accessible on P2 and 6 accessible stalls and 1 van accessible on P3.
- Retail and Restaurant Parking: Retail and restaurant parking is located on ground level and garage levels P1 and P2. Retail and restaurant parking can be accessed from all access points. A total of 207 parking stalls including 52 total commercial/retail (short term) parking stalls are located on the ground level and accessed off of National Boulevard with a secondary access way off of the hotel porte-cochere. 2 accessible stalls and 1 van accessible are located on the ground level and 4 accessible stalls are located on P1.
- Expo Parking: A total of 300 parking stalls, including 6 accessible stalls and 1 van accessible are required for Expo transit users and are located on Garage Level P3. Expo parking is accessed from National Boulevard at the new signalized entry. A cascading ramp (Ramp 1, 2 and 3) is provided to allow for a direct path to P3.

Parking Access and Operation

The parking garage provides for four (4) entry/exits serving specific user groups of the parking as follows:

1. National Boulevard Ramp: Office, Residential, Retail, Restaurant, Expo uses for parking on Levels P1, P2 and P3. This will be the primary access point for all users other than the Hotel uses. A new signalized intersection on National Boulevard between Venice and Washington Boulevards is provided with clear entry and exit lanes and direct access to each level of the garage. A "Real time" parking availability sign will be provided to inform drivers of the availability of the Expo parking stalls as well as the Project parking stalls.

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The drive ramp to the subterranean levels will be directly accessible and gate and revenue control systems will be presented to drivers as they enter their respective parking section of the garage to eliminate lengthy backups for entry. P1 will include secure and separate Residential parking areas as well as Office parking. P2 will include additional Office parking as well as Retail and Restaurant spaces. P3 will include all of the Metro parking stalls as well as additional Office spaces.

Vertical circulation from these areas will be accommodated by a number of elevators and stairwells based upon the location of the parking. Office tenants and guests will use the office elevators to the building lobby. Residential tenants will utilize secure elevators and stairwells to the lobby and each residential floor of the building. Retail, Restaurant and Metro users will utilize the common elevator and stairwell to the open space.

2. Washington Boulevard Ramp: Hotel Valet Parking will be accommodated on Levels P2. The Washington Boulevard entry will have 24 hour valet service for the Hotel visitors. Valet will park cars from this entry via a ramp which directly connects to level P2 of the Hotel parking area. The valet will also retrieve guest's vehicles from P2 and deliver them to the guests at the entry for exiting onto Washington Boulevard. In addition, this ramp can be used for peak hour exiting for other users from the P2 level if necessary.
3. National Boulevard Entrance (Short Term): Retail and Restaurant on grade as well as short term drop off for Metro riders. The short term parking entrance on National Boulevard will provide quick access parking for retail users as well as drop off area for the Metro. The primary entry and exit is from National Boulevard and there is a secondary, peak hour connection to the Washington Boulevard exit for valet use if needed. This will also serve the Residential tenant prospects visiting the leasing office.
4. Venice Boulevard Ramp: Office, Residential, Retail, Restaurant parking on Levels P1, P2 and P3. The right in, right out entry and exit on Venice Boulevard is a ramp to level P1 with circulating ramps to P2 and P3. This ramp will be predominately used by the Office users, however there is also access through this area for Residents, Retail and Restaurant users as well. Access from the garage in this area will be through the Office elevators as well as the common elevator and staircase to the open space.

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Bicycle Parking

The total number of bicycle parking spaces required by Culver City is 87 (66 long term and 21 short term). The total required by Los Angeles is 74 (46 long term and 28 short term).

The Project provides a total of 271 - spaces (216 long term and 55 short term). The long term spaces are provided in a secure chain-link (or similar) enclosure with bike racks (Dero-Decker type rack or similar) in the parking garage on levels P1 and P2.

Short Term bicycle space will be provided by bike racks on grade. "Inverted-U" Bike racks (or similar as approved by Culver City) are distributed throughout the Project Site (on grade) to accommodate 50 short term bike spaces. Long Term bicycle spaces are provided in parking level P1 and P2.

Loading and Deliveries /Trash Management

Loading for large deliveries for office, retail, and restaurants uses would occur in two designated areas off Venice Boulevard. The westerly loading area, located within the Office Building on the ground level, would provide a truck turnaround for larger deliveries. The easterly loading area, located adjacent to the Office Building, would provide curbside temporary loading.

Three designated loading areas would be located within the podium of the Residential and Hotel Buildings. Accessed from National Boulevard, in the ground level parking, one loading area would be designated for residents as they move in/out, a separate loading area reserved hotel uses, and the third for restaurant and retail deliveries.

A series of trash rooms would be provided within the Office Building, Residential Building, and Hotel Building. Two trash rooms would be located within the Office Building. Within the Residential Building, a trash room would be provided on each residential level and would include two chutes; one designed for trash while the other for recyclables. These chutes would be emptied out into trash and recycle bins located within the Ground Level and accessed via National Boulevard. Hotel trash and recyclables would be delivered by hotel staff to a designated trash room located on the ground level of the Hotel Building.

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Lighting and Signage

New site signage would be used for Project identity, building identification, office, retail, restaurant, and hotel tenant advertising/branding, pedestrian wayfinding, and Expo informational signage, parking, and security markings while incorporating the Expo Station as part of its identity. It would be designed and located to be compatible with the architecture and landscaping of the Project. No off-site signage is proposed. Pedestrian areas would be well lit for security. The proposed buildings would include accent lighting to complement the building architecture.

Security

The Project will incorporate a 24-hour/seven-day security program to ensure the safety of its residents and Site visitors. Site security operations will include staff training and building security access/design to assist in crime prevention and to reduce the demand for police protection services. The Project design will include lighting of entry-ways and public areas for Site security purposes. The buildings will include controlled access to residential units, the hotel, and office uses in order to ensure the safety of Site residents and guests. Site security would include provisions of 24-hour video surveillance and full-time security personnel. Duties of the security personnel would include, but would not be limited to, assisting residents and visitors with Site access; monitoring entrances and exits of buildings; managing and monitoring fire/life/safety systems; and patrolling the property. The Site security will regularly interface and collaborate with Metro Transit Police as part of the Site's security program, as well as with the Culver City Police Department and Los Angeles Police Department, as necessary.

Mobility

In conjunction with sound TOD principles, the Project's central location within Los Angeles County and proximity to the Culver City Expo Station presents an opportunity to enhance regional mobility. Some specific initiatives to enhance mobility and address first/last mile transit use that will be incorporate in the operation of the Project are:

1. Coordinated light rail with bus schedules for hotel guests, residents and office tenants.
2. Interactive digital display that encourages interconnections with bike, train and bus routes.
3. Bike friendly design with ample short and long term bike parking.

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4. Bike Rental hub
5. Designated alternative fuel vehicle parking and ridesharing.
6. Tap cards and transit maps for residents and hotel guests.
7. Bike lanes located on the north and south along the property on National Boulevard for easier access to/from Metro by bicycle as well as connections to the Expo bike path and Culver City and City of Los Angeles bike paths.
8. Wayfinding signage.
9. Provision of Expo passes for the first year after lease-up of residential units.
10. Streetscape plans to create an attractive and inviting walkable environment.
11. Dedicated Expo parking for Expo rider usage.
12. Real-time parking signage for quick access to available parking supply.

Sustainability

In accordance with the PD-11 goals and objectives, sustainability is a key Project component. The Project implements this objective through a comprehensive, integrated design approach that reduces energy and water consumption; generates renewable on-site energy with solar technology and facilitates an active, urban lifestyle, promoting walking, biking and convenient access to mass transit. The Project's sustainable performance will be measured using two independent, internationally recognized tools—LEED for New Construction and LEED for Neighborhood Development and conformance to Culver City's mandatory green building requirements. The Project design promotes sustainability principles and technologies and incorporates design and operational strategies that respond to five key objectives for the site:

1. Develop a regional destination close to transit
2. Promote the use of light rail
3. Create a model sustainable development with integral solar technology and passive design approaches
4. Connect with Culver City's neighborhoods to satisfy area needs
5. Realize an attractive, walkable streetscape

Public Art

As part of the City's Art in Public Places Program, the Project will be incorporating public art into the Project which may include sculpture, lighting, hardscape, and/or water feature type art installations. Potential locations for

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Public Art as outlined in the Comprehensive Plan document include:

- Washington and National Boulevards. (May be part of a collaborative gateway art piece incorporating adjacent properties at the Washington and National Boulevard intersection)
- Corner of Venice and National
- Center of park at parking elevator
- Transit Plaza at the south end of the office building

Traffic and Circulation

A traffic study dated November 5, 2015 was prepared for the Project by Kimley-Horn and Associates, Inc., and they prepared a supplemental traffic study dated January 21, 2016. The traffic study and supplemental traffic study were reviewed and accepted by the City's Traffic Engineer. The traffic study indicated that with required mitigation measures there would be no adverse impact from the proposed Project (Attachment 4).

The traffic analysis evaluated 15 (fifteen) intersections in the vicinity of the Site during both the AM and PM peak hours. Of the 15 intersections, four are located within the City of Culver City, nine intersections within City of Los Angeles, and two intersections are within Caltrans' jurisdiction. The traffic study estimated that the Project's net new trip generation will be 4,124 daily vehicle trips; 256 trips in the morning peak and 301 trips in the evening peak.

In order to assess the potential impact of the Project on the local street system, and using the City's significance criteria, the traffic study compared the volume to capacity (V/C) ratio, which is a numerical measure of traffic congestion, at each study location to determine the incremental difference in V/C ratios caused by the Project. The "Critical Movement Analysis-Planning" method of intersection capacity analysis was used to determine the intersection V/C ratio and corresponding level of service (LOS), which is a letter-grade measure of traffic congestion, at each of the signalized intersections.

To include the traffic generation of all the other Projects in the area, the traffic study added the traffic generated by all known Projects in the area at the time the City of Culver City approved the memorandum of understanding (MOU) for the traffic study. The traffic generated by 21 related Projects was added to the base traffic counts to analyze future traffic conditions.

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Using the threshold criteria for determining significance of impacts of the Project, the traffic analysis concluded that two of the analyzed intersection locations in the City of Los Angeles, National/Robertson and National/Venice would be significantly impacted by traffic generated by the Project unless mitigation is incorporated. In order to address the Project's impact, the following traffic mitigations are required to improve and enhance the vehicular capacity at various intersections:

- At the National/Venice intersection, the recommended mitigation includes re-striping the eastbound approach to provide two left-turn, one through and one through-right lanes. The available roadway width would allow for an additional left-turn lane in the eastbound direction by re-striping without additional physical improvements to the intersection.
- At the National/Venice intersection the recommended mitigation includes re-striping the northbound approach to provide two left-turn, two through and one right-turn lanes. The available roadway width along with the widening along the Project frontage would allow for an additional right-turn lane in the northbound direction by re-striping without additional physical improvements to the intersection.

Other Required Street Improvements

- Bike Lanes and Bike Boxes: The Project will include installation of a Class II bicycle lane on National Boulevard between Washington Boulevard and Venice Boulevard in both directions and will serve as a key connection for bicyclists traveling between Washington Boulevard and Venice Boulevard. Bike boxes are also required to be installed near the National Boulevard and Washington Boulevard and Venice Boulevard and National Boulevard intersections.
- The Project will include the installation of a traffic signal at its main driveway entrance approximately midway between Venice and Washington Boulevards.

There will also be various pedestrian and vehicular operational improvements at and near the adjacent signalized intersections of Venice Boulevard and National Boulevard, and Washington Boulevard and National Boulevard (i.e., new crosswalks, larger curb radius, wider sidewalks).

- Sidewalks and Crosswalks: The Project is required to install a new 8' wide sidewalk adjacent to the Project Site along National Boulevard. The

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sidewalk along Washington Boulevard will be reconstructed to a 12 foot width and 10 foot width west of the drive approach. Also new decorative crosswalks across Washington Boulevard and National Boulevard will be installed.

- **Curb Returns:** The existing curb returns on National Boulevard at Venice Boulevard and Washington Boulevard, adjacent to the Project Site, shall be reconstructed with a minimum radius of 35 feet. A corner cut-off will be installed and street right-of-way dedicated that will allow for adequately designed curb ramps and landings at both corners.

Construction Schedule and Management

It is anticipated that construction activities would commence as early as late 2016 with construction activities occurring for approximately three years. Full build-out and occupancy would occur in 2019. The Project would be constructed in one phase.

Culver City Expo Station Parking During Ivy Station Construction

The City assembled the 5.53 acres which comprises the Site for the purpose of developing a transit oriented development with parking for the Project. Metro is generally responsible for providing parking for the Expo line but in consideration for use of a portion of the Metro right of way adjacent to the Culver City Station, the City agreed to construct and maintain 300 permanent parking spaces exclusively for Expo riders in addition to the complement of parking required for the Project. Upon Project commencement of construction, the City is required to provide up to 235 free temporary parking spaces at the nearby Ince parking structure to accommodate Expo riders. Ince parking structure will accommodate the temporary addition of Expo parking through the following measures:

1. Adopting parking pricing strategies to more effectively utilize spaces within the overall downtown public parking supply.
2. Reducing free parking at all facilities to no more than 60 minutes (at City's paid parking garages with \$1.00 per 30 minutes thereafter up to the daily maximum.
3. Implement other pricing strategies for long-term daily parking.
4. Reducing the number of monthly parking spaces and making those spaces available for daily use.
5. Utilizing the City Hall garage more effectively as a parking asset by instituting new paid parking and better monitoring of parking facilities.

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6. Installing new parking technologies (pay stations, PARCS and Tap Card, LED parking signage) to increase operational efficiency, improve customer service, and reduce overhead costs for parking operations in order to maintain the long term availability of the public parking asset.
7. Increasing the curb parking rates accordingly so that curb parking is more expensive than public parking structures and lots in such a way that each space turns over at least four times per day.
8. Maximizing efficiency of Ince parking structure when Ivy Station construction commencement with in-aisle stacked parking as needed, the addition of appropriate PARCS technology, reversible garage entry lanes during Expo commuting times, installing LED parking signage and reallocating demand by relocating monthly parking.

Subdivision Map – Tentative Tract Map

Submitted with the Comprehensive Plan and Height Exception request, is a request for a Tentative Tract Map. Tentative Tract Map No. 73978 is a proposed three lot subdivision for street abandonment and re-subdivision purposes that will create three ground lots and nine airspace lots. The map also will include a 13 foot wide limited street dedication along National Boulevard (Attachment No. 6).

The Public Works Department has reviewed the proposed condominium subdivision and found it to be in compliance with the State Subdivision Map Act and the CCMC subdivision ordinance (Title 15 of the CCMC).

Community Meetings and Outreach

Pursuant to the City's Community Outreach Guidelines, the Applicant held three community meetings as part of its outreach to neighbors and community members for the Ivy Station Project. The first meeting occurred on October 2, 2014, at Cuningham Group Architecture's offices with 82 attendees; the second community meeting was held on July 15, 2015, again at Cuningham Group Architecture's offices with 82 attendees; and the third Community meeting was held on January 7, 2016 at Helms Design Center with 73 attendees. The Applicant and the Project architects provided a power point presentation highlighting key aspects of the Project such as the land uses, open space, parking and access, overview of the traffic analysis and the Project's connection to the Expo Station. The presentation was followed by a question and answer session and individual dialogue between attendees and the Project team and City staff.

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Summary of Concerns and Issues:

Traffic:

- The increased traffic flow through the area and whether this could be mitigated in any way (i.e. encouraging alternative modes of transportation). There was concern that projects currently under construction will make traffic worse, and attendees were worried about the impacts of this larger project. Many emphasized the importance of a traffic study and giving input once the results are made public.
- The increased traffic and possibility of more cut through traffic in the residential areas. Concerns were expressed about an increase in traffic from other projects under construction and that this project would only add to the congestion. Many local residents already deal with cut through traffic as a result of construction and/or navigation applications. Some attendees also expressed concerns about construction traffic.
- The conclusions from the traffic study. Many expressed concern about traffic impacts from other projects currently under construction, and the number of intersections analyzed. Attendees offered up additional intersections that they believe should be studied, and asked for more information on the mitigation measures being put in place.

Parking:

- The availability of parking both during construction and once the Project is completed, as well as the logistics of the subterranean parking structure (i.e. number of levels, access). Many noted that parking is already an issue and are worried about overflow parking into the surrounding neighborhoods.
- Parking during construction and once the Project is open. Many expressed concerns that the required 300 spaces for the Expo station would not be enough. Stakeholders also wanted more information on how the parking will be separated between the various uses on the Site. Parking during construction was also discussed. Attendees were concerned that there would not be enough parking for the Expo line during construction. Residents expressed an interest in stricter parking restrictions on their streets and/or permit parking.

Noise:

- The noise that may result from construction, additional traffic and events held in the public open space.

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Height:

- Attendees wanted to know the building height limit for the project and if it would exceed that height.

Positive Feedback:

- The Project has great elements – the park seems very inviting and it's integrated well with the transit.
- The TOD idea is exciting
- The open space portion in the Project looks great
- The Project looks well thought out and well designed
- The open space and programming opportunities are exciting for people of all ages
- Many attendees commented that they really like the bike path options

Additional Outreach

Focus Groups

The Applicant hosted two focus groups to discuss programming for the public open space on the project Site. The focus groups were led by Biederman Redevelopment Ventures, a firm that has more than 25 years of experience in creating, revitalizing and operating public spaces across the country. Both meetings were held at Surfas Culinary District (located across the street from the Project Site). There were seven attendees at the first meeting, held on March 18, 2015. There were nine attendees at the second meeting, held on March 19, 2015. Key stakeholders were invited and asked to provide input on how to best utilize the open space for various community events and activities. The input provided was instrumental in the creation of the Project Open Space Programming.

Community Organization Outreach

The Applicant has had ongoing dialogue; including in-person meetings, calls and emails with various members of the Culver City community (residents and business owners) in order to keep them aware of changes in the Project and to address any concerns they may have.

Culver City Chamber of Commerce and Downtown Business Association

In addition to the community meetings, the Applicant presented their conceptual plans to Culver City organizations such as the Culver City Chamber of Commerce and the Downtown Business Association who are in support of the project.

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The Applicant also reached to groups in Los Angeles such as the South Robertson Neighborhood Council (SORO NC) Transportation Committee on August 25, 2015 at Hamilton High School. The Committee members were focused on parking, traffic and other components of the Project, but overall, the members were supportive of the Project and were appreciative of the information provided.

In conjunction with Culver City meetings, the applicant has also continued to meet and speak with various members of Los Angeles City Council District 5 (CD5), keeping them apprised of the Project, any plans, changes or issues that may affect the Los Angeles component of the Project.

ENVIRONMENTAL DETERMINATION:

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, an Initial Study was prepared for this Project. The Initial Study determined that the Project could result in significant impacts on the environment. However, the Initial Study determined that there would not be significant impacts on the environment with implementation of the prescribed mitigation measures included within the Initial Study. Because the Project Applicant has agreed to implement the prescribed mitigation measures, a Mitigated Negative Declaration (or “MND”) was prepared as the required CEQA clearance documentation for the Project. The Draft MND determined that the Project will require mitigation measures to reduce the following “potentially significant” impacts on the environment to a less than significant level:

1. Biological Resources – Impacts to nesting raptor and/or songbirds during the breeding season.
2. Cultural Resources – Impacts to previously unknown archaeological and paleontological resources, as well as Native American human remains, that could unexpectedly be discovered during Project construction activities.
3. Geology and Soils – Impacts pertaining to seismic and ground and soil stability hazards during the design and construction phases of the Project.
4. Hazards and Hazardous Materials – Impacts pertaining to the removal and/or treatment of impacted soils beneath the Site resulting from previous on-site uses, as well those pertaining to asbestos containing materials (ACMs) and lead-based paint during demolition of existing on-site structures.

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5. Water Quality – Impacts pertaining to the proper treatment and disposal of removed groundwater beneath the site during potential construction-related dewatering activities.
6. Noise – Operational noise impacts to future residents and occupants on the Project Site.
7. Public Services – Impacts regarding emergency response times and emergency access during construction activities.
8. Traffic – Impacts to the intersections at Robertson Boulevard and National Boulevard, and at National Boulevard and Venice Boulevard. Impacts along National Boulevard between Venice Boulevard and Washington Boulevard. Also, impacts regarding pedestrian and vehicular safety in and around the Project Site.

The prescribed mitigation measures that will reduce the Project's potentially significant impacts to a less than significant level are listed in a Mitigation Monitoring and Reporting Program (MMRP), which was included as Attachment C in the Draft MND and also as Attachment No. 1, Exhibit B to the Planning Commission Draft Resolution 2016-P002.

The Draft MND was circulated for public review from December 21, 2015 to January 19, 2016. A "Notice of Availability & Intent to Adopt a Mitigated Negative Declaration" for the Project was mailed at the commencement of the public review period to: owners and occupants within a 1,000 foot radius of Culver City Transit Oriented Development area boundary (which includes the Project Site), potentially interested agencies and organizations, as well as individuals who have previously requested to receive notices and information on the Project. The Notice was also sent to Governor's Office of Planning and Research (OPR) State Clearinghouse and Planning Unit, who distributed the MND documentation to selected state agencies for review. Copies of the Draft MND were made available to the public within the City's Planning Division Office at City Hall and on the City's website at www.culvercity.org.

As a result of public review on the Draft MND, the City received five letters from public agencies and/or organizations with comments regarding the Draft MND, including letters from Caltrans, Metro, OPR, the Los Angeles County Bicycle Coalition and the Soboba Band of Luiseno Indians. In addition, 17 comment letters and/emails were received from members of the public. All comments on the Draft MND are contained in Attachment No. 7. Attachment No. 8 is an overview of agency and organization comments and summary responses and key environmental issues raised by the public within the comment letters.

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The City has prepared a Final MND (Attachment No. 2). Where necessary, the Final MND, includes “corrections and additions” to the Draft MND that have been made to clarify, correct, or add to the information provided in that document as a result of comments received on the Draft MND. These changes do not add significant new information to the Draft MND, nor do they result in new or more severe significant environmental impacts from the Project. As such, recirculation of the MND document or further environmental review is not required per CEQA.

Also, it is acknowledged that the CEQA Guidelines do not require formal responses to comments received on a Draft MND document. Thus, the focus of the “corrections and additions” in the Final MND is on the disposition of significant environmental issues raised. Accordingly, some comments that are introductory, provide background information about the commenter, express unsubstantiated opinions of the commenter on the Project, and the like, need not be addressed in the environmental analysis within the Final MND, but have nonetheless been provided to the Planning Commission and City Council for their consideration during the approval process.

CONCLUSION:

Culver City has been engaged in long term planning to redevelop the property known as the “Triangle Site”. To that end, the City and former CCRA successfully assembled the 31 parcels that comprise the Site, negotiated parking and development easement agreements with the Metro, engaged Caltrans and the City of Los Angeles to promote common planning goals and expended significant funds to strengthen the Expo Station train platform to allow development on the Metro right-of-way. The City has envisioned a model, sustainable, mixed use transit oriented development for the Site that effectively brings housing, shopping and employment together with mass transit in order to promote important goals of improved air quality, regional mobility and area revitalization.

The proposed Ivy Station Project is consistent with the City’s long term planning and will be a key part of the emerging Transit Oriented Development area surrounding the Culver City Expo Station. Staff has worked closely with the Applicant, the community and other stakeholders to ensure that the Project meets the City’s goals and objectives and based on the analysis contained herein staff believes the findings for a Comprehensive Plan, Height Exception and the Tentative Tract Map can be made as outlined in proposed Resolution No. 2016-P002 (Attachment No. 1) and recommends Project approval.

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ALTERNATIVE OPTIONS:

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

1. Recommend Approval of the application to the City Council with the staff recommended conditions of approval if the application is deemed to meet the required findings.
2. Recommend Approval of the application to the City Council with additional or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new Project impacts identified at the meeting.
3. Recommend Disapproval of the application to the City Council if it does not meet the required findings.

ATTACHMENTS:

1. Draft Resolution No. 2016-P002; Exhibit A, Conditions of Approval and Exhibit B, Mitigation Measures.
2. Initial Study/ Final Mitigated Negative Declaration (IS/MND) dated February 1, 2016.
3. Project Zoning/Jurisdictions Map.
4. Traffic Analysis prepared by Kimley Horn dated November 2015 and supplemented on January 21, 2016.
5. Comprehensive Plan dated February, 2016. –Follow the links below:
<https://www.culvercity.org/home/showdocument?id=2465>
<http://www.culvercity.org/home/showdocument?id=2467>
6. Ivy Station Tentative Tract Map No. 73978
7. IS/MND Comments Received.
8. Summary of Response to Agency and Public Comments on IS/MND.
9. General Public Comments.