



ATTACHMENT NO. 4

City of Culver City

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Staff Report

File #: 23-35, **Version:** 1

Item #: PH-1.

PC - PUBLIC HEARING: Consideration of a Site Plan Review & Density and Other Bonus Incentives, to allow construction of a 34-unit residential mixed-use development with ground floor commercial uses at 9763 Culver Boulevard (Project).

Meeting Date: August 10, 2022

Contact Person/Dept: Jose Mendivil, Associate Planner
Erika Ramirez, Current Planning Manager

Phone Number: 310-253-5757 /310-253-5727

Fiscal Impact: Yes ☐ No ☒ **General Fund:** Yes ☐ No ☒

Public Hearing: ☒ **Action Item:** ☐ **Attachments:** ☒

City Council Action Required: Yes ☒ No ☐ Date [DDA 9/12/22 and DOBI- TBD]

Public Notification: (E-Mail) Meetings and Agendas - Planning Commission (08/03/22); (Posted) City Website (07/19/22); (Mailed) Property owners and occupants within a 500 ft radius (07/19/22); (Posted) On-site along Culver and Washington Boulevards (07/19/22).

Department Approval: Sol Blumenfeld, Community Development Director, (08/01/2022)

RECOMMENDATION

Staff recommends the Planning Commission adopt a Categorical Exemption, Class 32 Infill and approve Site Plan Review, P2022-0178-SPR, and recommend City Council approval of Density and Other Bonus Incentives, P2022-0178-DOBI, subject to conditions of approval as stated in the proposed resolution, to allow construction of a 34-unit residential mixed-use development with ground floor commercial uses.

PROCEDURES

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

BACKGROUND

The Project Site is 12,768 SF or 0.293 acres and comprised of 2 lots including:

- Lot A - a 6,950 square foot parcel containing a vacant, single family house, and
- Lot B - a 5,935 square foot parcel containing Café Vida restaurant and a vacant restaurant.

Both properties are through lots with frontages on both Washington and Culver Boulevards. Existing addresses include 9733 and 9739 Culver Boulevard and 9810 Washington Boulevard for Lot A and 9814 Washington Boulevard and 9763 Culver Boulevard for Lot B.

Request

The request involves a Site Plan Review (SPR) to build ground floor commercial space with 34 dwelling units above and a Density and Other Bonus Incentive (DOBI) approval to allow an increase in residential density in return for restricting a certain number of affordable units within the development for a period of 55 years. The proposed ground floor commercial space is on Lot A and the existing restaurant spaces in Lot B remains. The proposed 34 units will be built in 3 levels above Lot A and 2 levels above Lot B. The Project Summary (Attachment No. 2) and Preliminary Development Plans (Attachment No. 4) provide a synopsis of the Project details and plan lay out.

Existing Conditions/Project Site

The Project Site is approximately 0.29 acres, generally flat, and irregularly shaped. It is directly east of the Kirk Douglas Theatre (KDT), on through lots with frontages on both Culver and Washington Boulevards and is north of Culver City City Hall. Lot A contains a vacant house, workspace for the KDT, and a trash enclosure. Lot B is developed with a single story 3,800 SF building with 2 restaurant tenant spaces, a vacant restaurant facing Washington Boulevard and Café Vida facing Culver Boulevard. A paseo is located on the west side of Lot B.

Surrounding Area/Zoning/General Plan

The Project Site is in Downtown Culver City, an urbanized area with commercial retail and restaurant, theatre and cinema, offices, medical related, and local government uses. The Project Site is zoned Commercial Downtown (CD) and has a Downtown General Plan Land Use designation. The use is allowed in the zone with an approved SPR to permit the construction of new building area and a DOBI to allow increased residential density.

Project Description

The proposed mixed-use project incorporates density bonuses to allow 34 units of which six are deed restricted at 2 Very Low Income and 4 Workforce. In addition to the six below-market rate units, the remaining units are affordable by design. The units are a mix of 22 micro studio and 12 1-bedroom apartments designed as small units to provide additional savings in rent and utilities. The Project units are rented at lower-than-average rates as parking is not proposed to be provided.

The Café Vida building will not be demolished and will remain open during construction. The new 2,724 SF ground floor is intended as an arts and cultural space and is conditioned as such. The intent of the space is to enhance and complement the live theater offerings at KDT. The arts and cultural space, with high ceilings and an open design, will be offered to CTG or another arts/cultural organization, providing added opportunities to engage in the arts in downtown Culver City.

The existing public walkway, or paseo, is enhanced to create a more inviting public area between the new arts space and the existing Café Vida restaurant building. Currently the paseo is occupied by some restaurant trash bins. New landscaping and decorative paving are proposed in the paseo to create a more pleasant public space experience. The paseo separates the Project into 2 buildings, a 3-level building to the east and a 4-level building to the west. Project landscaping at the ground level is proposed in strategic pockets and in planters on the upper floors. Each residential level is surrounded with outdoor decking and light wells. A residential lobby is located on the ground floor area.

Disposition and Development Agreement

Lot A is owned by the City of Culver City (the City) and is currently the subject of a pending Disposition and Development Agreement (DDA). The 2,775 square-foot single family house was built in 1921. The house is dilapidated and was vacant for the last 15 years. The property facing Culver Boulevard currently serves as a utility loading facility and craft service area for the adjacent KDT located at 9820 Washington Boulevard.

In 2001, the former Culver City Redevelopment Agency executed a DDA with Center Theatre Group (CTG) to renovate and occupy the former Culver Theater (now KDT) and lease the Culver Boulevard facing portion of Lot A. Pursuant to the DDA, CTG leases KDT and the Culver Boulevard facing portion of Lot A for 60 years (with a 10-year option) at a rate of \$1 annually. On November 9, 2020, the City Council authorized execution of an Exclusive Negotiating Agreement (ENA) with CTG to investigate development of Lot A in conjunction with Lot B, with an arts-related use on the ground floor and affordable housing above. The ENA stipulates Lot A must be conveyed by the City no later than December 31, 2022, to avoid becoming subject to the Surplus Land Act (SLA). On November 23, 2021, the term of the ENA was extended until December 31, 2022.

The SLA was recently expanded to require property listed in the City's Long Range Property Management Plan (LRPMP) to be under contract (such as an ENA) by December 31, 2020 and sold for development by December 31, 2022, or else it will become subject to the procedures of the SLA. The purpose of the ENA was to address the statutory deadline and to manage Lot A's redevelopment. CTG's efforts to identify and select a developer partner for the proposed project were unsuccessful. CTG has offered to permit the ENA to be transferred to another entity.

On January 13, 2022, the City issued a Request for Proposals (RFP) for a market rate and affordable housing, and arts related development on the Property. An RFP process seeks development proposals from qualified firms, allows responses to be thoroughly vetted and results in the most qualified developer being selected. On April 11, 2022, the City Council selected REthink Development (Applicant) as the preferred replacement developer of the Property. Since that time REthink has pursued project entitlements and made design changes in response to comments it received from the City, CTG and community members during community meetings. The City Council will consider a new DDA with the applicant that requires development of a mixed-use project with a ground floor arts related use and residential units above that include affordable units. The proposed mixed-use project presented herein is consistent with the proposed DDA that will be considered by the City Council at a subsequent hearing. Further, as discussed below, the DDA give the City the authority to impose standards on a mixed-use project that differ from the standards in the Culver City Municipal Code (CCMC). In addition, as required in the proposed DDA, a Project condition will require the ground floor be dedicated to an arts and/or cultural related use such as a small theatre or museum.

ANALYSIS/DISCUSSION

Density and Other Bonus Incentives (DOBI) and Concessions

Culver City Municipal Code (CCMC) Chapter 17.580 - Density and Other Bonus Incentives - requires the City

to follow State Density law for DOBI applications. Under State Density Bonus law, the City is required to grant up to a 50% dwelling density bonus increase if a developer agrees to reserve a percentage of affordable units for low-income households for up to 55 years. Low-income categories for affordable housing include very low income, low income, and moderate income. The State of California Housing and Community Development Department (HCD) annually establishes the income level criteria for each of the levels. Development standards such as height, setbacks, parking, and ground floor restrictions, cannot be applied if they prevent project construction with the increased density. Concessions and waivers, which are relief from these standards, shall be granted by the City unless the City makes specified findings justifying the denial. The number of concessions and the density increase is based on the percentage of affordable units within the development. There is no limit on waivers, but they must relate to development of the affordable units. State allowed density increases, and the concessions/waivers act as incentives to provide affordable housing. Mechanisms once available to cities, including direct funding for construction of affordable housing, were eliminated with the dissolution of redevelopment agencies. Density Bonus Law is one method incentivizing market rate housing developers to provide affordable housing within an otherwise market rate development, even if such housing is a small percentage of the proposed project.

Density is calculated based on the Project's exact acreage of 0.293, and State Density law requiring the rounding up of fractions. The applicant is providing 2 very low-income units, 4 workforce units, and 28 market rate units. The Project's base density increases from 35 dwellings units per acre, or 11 units, to 65 dwelling units per acre because it is providing 4 workforce units as a community benefit. Additionally, a micro unit density increase is applied because it provides micro units (Culver City Municipal Code (CCMC) 17.400.065.E.3 - Residential Density). The percentage of the base 11 units that are affordable (2 very low income) is 18% and the total number of incentives or concessions that the Project is entitled is identified in the chart below:

Incentives and Concessions Tiers			
<i>Number Entitled</i>	<i>Very Low Income</i>	<i>Low Income</i>	<i>Moderate Income</i>
1	5%	10%	10%
2	10%	20% → 17%	20%**
3	15%	30% → 24%	30%**
** applies to a common interest development, as defined in Section 4100 of the Civil Code			

The Project is entitled to 3 concessions because at least 15% of the base units are Very Low Income. The Applicant requests the following concessions:

1. Relief from the 3 story/44 FT height limit to allow a height of 52 FT/4 stories.
2. Relief from required on-site loading.
3. Relief from all required parking.

The Applicant requests the following waivers:

1. Relief from minimum unit size.
2. Relief from the maximum 25% allowed micro/studio units to allow 100% small units.

Relief from development standards under State Density Bonus law are allowed for a certain number of concessions based on the percentage and level of affordable units provided in the Project. In addition, a Project may request waivers that are necessary to make the project feasible. There is not a limited number of

waivers that can be requested or granted by the City, but if the City does not approve the waivers, the City must demonstrate why the waivers are not necessary to the feasibility of the Project.

The Project's height increase is required to accommodate 34 units because the Project's lot area and geometry limit the ability to provide parking and on-site loading. The Project Site's ground floor space is constricted due to required accommodation of the KDT transformer, craft area, and trash enclosure that take up approximately 3,195 SF. In addition, the residential lobby area is 870 SF resulting in only 2,037 SF to accommodate the mixed-use arts use. There is no room to locate parking on the ground floor.

The Zoning Code required parking of 41 spaces can only be accommodated by constructing subterranean levels significantly increasing the Project construction costs and impacting the ability to include affordable units. Additionally, adhering to the minimum unit size requirement prevents the Project from accommodating both 34 units and open space requirements. Open space is provided with extensive decking, providing an amenity for Project residents. Staff recommends the Planning Commission recommend the City Council grant the requested concessions and approve the requested waivers based on State Density Law and to permit the construction of Very Low Income and Workforce housing units in the development.

DDA Reliefs

In addition to concessions and waivers, the City can provide relief from Code standards when a project is subject to a DDA. CCMC Section 17.400.065.B.5 states:

Where an Owner-Participation Agreement, Disposition and Development Agreement, Development Agreement, or similar agreement with the City or Redevelopment Agency applies to a land parcel, and the provisions of such agreement differ from the Mixed-Use Development Standards, the provisions of the agreement shall prevail.

The proposed DDA is scheduled for the City Council meeting on September 12, 2022. The proposed DDA establishes the following relief from mixed use standards which prevail:

1. Relief from commercial ground floor restrictions for mixed use/establish revised ground floor uses
2. Relief from outside unit storage space per unit/establish "no required" standard for storage space
3. Relief from minimum 75% 0 setback facing Culver and Washington Boulevards/establish new standards that allows varied setbacks

The DDA allows the Applicant to maintain the restaurant uses on the ground floor, construct a space for a future arts or cultural venue, and maintain the outside workspace for the KDT and the Site's trash enclosure. The outside work area and trash enclosure are not normally allowed on the ground floor street fronting mixed use projects. The Site's geometry and irregular shape make it difficult to accommodate a trash enclosure without impacting on the 2 street frontages. The current building frontage facing Culver Boulevard is a preferred because access off the street already exists there. The KDT serves as a key cultural landmark in Downtown and in Culver City and continued use of the outside work area where theatre sets or set construction material are stored, is essential for KDT operations.

The compact nature of the Project Site and absence of subterranean parking make it difficult to include the required 100 cubic feet of outside storage for residential units. Usually, outside storage space is accommodated in the parking garages but the project is proposed without required parking or a garage. The ground floor is fully occupied by the new arts space, the existing restaurants and paseo, and the KDT and trash enclosure areas. Each level above provides open space through outside decking and the units are limited in area to accommodate storage space.

The Project's design includes portions for street fronting structure that are set at the property line, but a full

75% zero setback is difficult to design due in part to the irregular shape of the Project Site, the required residential open spacing on the upper levels, and the DDA required outside theater craft area on the ground floor. The varied setbacks as shown in the predevelopment plans assures the Project is built with the arts ground floor use and 34 residential uses. The DDA provisions incorporating revised development standards is justified because the Project yields a high quality designed mixed use development with reduced parking and affordable and workforce units.

Architectural Design

The Project design is characterized by the planted exterior walkways linking its 2 buildings, which give way to the public paseo below, connecting the 2 major street frontages. The residences on the upper floors maintain a visual connection with the street below, allowing passersby to spill into the site, making the development an integral addition to the Downtown neighborhood and its patrons and theatergoers. The mixed-use development's materiality takes notes from the refined neighboring buildings, while still inviting the softness of wood and planting into the volumetric courtyards. Building elevations include black metal panels on the 4-level building contrasted with tan wood siding on the 3-level building. Glazing is comprised of a series of rectangular windows and outside decking between the 2 buildings provides additional natural light for residences. Black metal fins accent the ground level residential lobby and a stairwell to the left of the residential lobby.

Site Plan/Floor Plan

A lot tie covenant is required as a condition of approval to tie the Project Site's 2 lots. The Project proposes 2 residential stories above the existing restaurants (Lot B) and 4 stories on the west lot (Lot A), including ground floor commercial space and residences above. Washington and Culver Boulevards are connected by a wide paseo to remain open to the public. The neighboring KDT is afforded a partial open space to the southwest on Lot A, to continue their current workshop operations. On Lot A, in level 1, there is an arts and cultural use tenant space, a residential lobby, and CTG related uses. Lot B ground floor uses include the paseo and restaurants.

Residential uses on Lot A, on all 3 levels, are dispersed into 3 structures, one at the north side facing Washington Boulevard, one in the middle of each level, and one at the south end facing Culver Boulevard. On Lot B at each level, the residential units are lined from north to south in one structure on the east side of the lot. At each level, open decks connect all the units on both lots, acting as a membrane unifying the residences into a micro community. Open to below spaces at each level provide air and light and potted plants provide additional amenities for residential tenants.

Lighting/Security

The project uses shielded fixtures for all code-required site lighting and for general outdoor illumination to reduce light trespass beyond the property line. The public paseo lighting evenly covers all open spaces to prevent shadows and glare. The paseo opens to the public during the restaurants' business hours and is locked and secured at night to prevent entry to non-residents. Secured key entrance to the residential lobby further provide security.

Sustainability

The project minimizes environmental impacts with a focus on sustainable design and reduced transportation impacts. The sustainable design elements include energy efficiency measures, water efficient fixtures, drought tolerant plantings and durable and low-impact material selection. The project is also designed with small units which use less energy and materials for each apartment. The project's location close to transit, restaurants, entertainment, and grocery market options provides the opportunity for people to live in a development without

needing a vehicle. The project's location and design make use of bikes and alternative low-impact transportation the first choice for tenants. The project is designed to achieve a LEED Gold or better certification from the US Green Building Council.

Traffic

Culver City Transportation Study Criteria and Guidelines include criteria and thresholds to screen projects from having to conduct a vehicle mile traveled (VMT) impact analysis as required by California Environmental Quality Act (CEQA) traffic impact analysis statutes and guidelines. If a project is screened out of having to conduct a VMT analysis, then traffic impacts are considered less than significant and presumed to have no impact as outlined in CEQA. In addition, the City may require a supplemental traffic analysis even a Project is screened out of conducting a VMT analysis if it generates more than 250 new daily trips.

The City determined a VMT analysis would not be required because it is located within a Transit Priority Area (TPA) and at least 15 percent of the on-site residential units are affordable, complying with Transportation Study Guideline criteria. Therefore, the Project is assumed to have a less than significant impact on VMT. A traffic Memorandum of Understanding (MOU) and trip calculation (Attachment No. 6) determined the Project would generate 117 new daily trips, less than 250 new trip threshold for requiring a supplemental analysis. A transportation study is not required and significant traffic impacts are not expected to occur. Further, the retail component is approximately 4,000 square feet, less than 50,000 square feet, meeting one other criteria for determining a less than significant impact criteria under CEQA.

Mobility/Transportation Demand Management (TDM)

The Project does not propose parking but its proximity to public transit and Move Culver City with dedicated bicycle lanes provides transportation opportunities for Project users. The Project proposes the following TDM measures to further encourage active transportation and less reliance on vehicles:

1. All new tenants with a minimum one -year lease, is provided, free of charge:
 - a. one-month Metro or Culver City bus pass
 - b. one-month bus pass or \$25 credit with the micro-mobility service of their choice (Metro bike share, Bird, Lime, etc.)
2. The loading zone adjacent to the north facing Project is expanded to support easy rideshare drop off and pick up as well as other deliveries.
3. Secure bike storage for 36 bikes with a maintenance area equipped with common tools and tire pump for repairs.
4. All tenants receive free access to a shared cargo bike kept in the bike room.

Trash Removal and Loading

The proposed trash enclosure facing Culver Boulevard is in the approximate location of the current trash enclosure and was reviewed and approved by the City's Environmental Programs and Operation (EPO) Division. The trash enclosure is at grade and facing an existing drive approach off Culver Boulevard that is currently used by EPO vehicles to access the trash enclosure. Current trash removal operations continue with the Project. A project condition of approval requires the applicant to submit a waste management plan to EPO for review and approval during the Building Permit review process. Deliveries vehicles can park on the street curb loading area off Washington Boulevard. In addition, curbside rideshare loading and unloading and short-term parking is planned for the Washington Boulevard frontage. Final configuration of the curbside loading requires Public Works Mobility and Traffic Engineering approval during the building permit plan check

phase. The proposed curbside operations is approved in concept by Mobility and Traffic Engineering.

Neighborhood Compatibility

The Project improves the area by replacing a dilapidated, vacant building with a new mixed-use development offering an arts related venue on the ground floor like the adjacent KDT and nearby Town Plaza Cinema. The ground floor arts use compliments the KDT and existing restaurants. Downtown pedestrians, Culver City residents, Downtown office workers, have an opportunity to eat at a local place and attend a cultural event at the new spaces using car light options, active transportation or without use of an automobile at all. The multiple activities occurring in one location (work, dining, and entertainment) is typical of high density, urban downtown settings.

A third multi-family residential use is added to the Downtown area, in addition to the mixed-use project at 9900 Culver Boulevard and the apartments at 3871 Watseka Avenue. The Project's compact small studio and 1-bedroom units within 3 to 4 level structures is within the massing scale of local Downtown buildings. These include the 3 to 4 level Brick and Machine on Washington Boulevard, the 3 level Culver City City Hall on Culver Boulevard, and the multi-level One Culver building on Culver Boulevard and Duquesne Avenue. High Density residential uses are also typical of urban downtown living.

The building's block shape and 2-tone material/color palette of black coated steel and tan wood siding mimic the nearby 2- tone Brick and Machine building, adding to the Project's compatibility with immediate Downtown developments. The Project's 52-foot height is below the 56-foot maximum height for any structure in Culver City. It does not overshadow smaller structures on either side because it is compact with an overall narrow look. The Project, as designed with the proposed uses, is compatible with the Downtown neighborhood.

PUBLIC OUTREACH

Community Meetings and Public Outreach

Pursuant to the City's Community Meeting Guidelines, the applicant held 2 community meetings as part of its outreach to neighbors and community members for the Project. Consistent with CCMC Chapter 17.630, a notice of community meeting was mailed to all property owners and occupants within 500-feet from the Project Site boundaries. The community meetings were held virtually on Tuesday, May 3, 2022 at 7 PM and Tuesday, June 14, 2022 at 7 PM. At the meetings, the Applicant gave a brief overview of the Project and provided opportunity for discussion with meeting attendants.

1st Community Meeting - Tuesday, May 3 (Virtual):

Approximately 6 people attended the meeting, and the applicant began with an overview of the Project, conceptual design, uses, and massing, followed by a Question-and-Answer period (Attachment No. 12).

Key issues and questions raised at the meeting included:

- Lack of parking/off-site parking
- Traffic and neighborhood parking intrusion
- Effect of multiple construction activity in the City
- Negative impacts to Café Vida during construction
- Sidewalk Closures
- Construction timeline

The applicant responded to comments and questions:

- The Project will provide bicycle parking
- The Project is close to public transit
- Off-site parking will be analyzed
- Compact design will minimize construction impacts
- Construction will be subject to a Construction Management Plan (Attachment No 11) and City limits on hours of construction
- The plan is to keep Café Vida open during all construction periods
- There will be sidewalk closures subject to the City approved Construction Management Plan
- Construction is expected to begin in March of 2023 and will take 18 months to complete

2nd Community Meeting Tuesday, June 14 (Virtual):

Approximately 2 people attended the meeting, and the applicant began with an overview of the Project, final design, uses, Project amenities, and massing. This was followed with a Question-and-Answer period.

Key issues and questions raised at the meeting included:

- Lack of parking/parking intrusion
- Effect on outdoor dining
- Height and effect on KDT
- Affordable housing

The applicant responded to comments and questions:

- The Project will provide a cargo bike for use by Project residents
- The Project is designed to be walkable without use of vehicles
- There is opportunity for micro-mobility to service the site
- Outdoor dining is expected to continue during construction and will not be affected once the Project is complete
- The design is considered compatible with the KDT
- There will be 2 very low-income units and 4 workforce housing units

Comments Received During Public Comment Period

A public notice was mailed to all property owners and occupants within a 500-foot radius of the Project Site on June 19, 2022, advising the public of a hearing at the regularly scheduled Planning Commission meeting of August 10, 2022. As of the writing of this staff report, one comment was submitted asking the project to be re-designed (Attachment No. 13).

ENVIRONMENTAL DETERMINATION

Pursuant to California Environmental Quality Act (CEQA) Guidelines, initial review of the Project established there are no potentially significant adverse impacts upon the environment, and the Project is Categorically Exempt pursuant to CEQA Section 15332, Class 32-In-Fill Developments, because the proposed Project is consistent with the Downtown (Commercial) General Plan Land Use designation and the Commercial Downtown (CD) Zoning standards. The Project Site is on a 0.29-acre site surrounded by urban land uses (e.g., commercial uses, medical and hospital uses, and municipal buildings). The Project Site currently consists of a vacant single-family home and a commercial restaurant building, and has no value as a habitat for endangered, rare, or threatened species. The Project results in less than significant effects relating to traffic, noise, air quality, or water quality because it is within the anticipated development threshold for this area. Project specific studies identifies less than significant impacts and required utilities and public services are

provided as determined by the City (Attachment Nos. 5 through 10).

CONCLUSION/SUMMARY

Based on the proposed preliminary development plans and recommended conditions of approval, the Project is compatible with the surrounding neighborhood, adequately served by public facilities and consistent with State Density law, the General Plan, Zoning Code, and all CCMC requirements. The findings for Site Plan Review, P2022-0178-SPR and Density and Other Bonus Incentives, P2022-0178-DOBI are made as outlined in the proposed Planning Commission Resolution No. 2022-P015 (Attachment No. 1).

FISCAL ANALYSIS

While there are fiscal impacts related to the DDA and transfer of the Property, there is no fiscal impact to the City resulting from the Project, consisting of the SPR and DOBI, that is before the Planning Commission.

ATTACHMENTS:

1. Proposed Planning Commission Resolution No. 2022-P015 with Exhibit A, Conditions of Approval and Exhibit B, Code Requirements.
2. Project Summary.
3. Vicinity Map.
4. Preliminary Development Plans dated July 12, 2022.
5. CEQA Class 32 Exemption Report dated June 24, 2022 without attachments.
6. Class 32 Report Attachment B, MOU and Trip Calculation.
7. Class 32 Report Attachment C, Noise & Vibration Study by Kimley Horn June 2022.
8. Class 32 Report Attachment D, Air Quality Study by Kimley Horn June 2022.
9. Class 32 Report Attachment E, Utilities Documentation by Golden State Water and Culver City Public Works May 26, 2022 & June 8, 2022.
10. Class 32 Report Attachment F, Historic Designation Letter by ARG July 2009 and Updated Historic Designation Letter by ARG July 2022
11. Preliminary Construction Management Plan, by ReThink June 13, 2022.
12. Community Meeting Minutes
13. Public Comments

MOTION

That the Planning Commission:

Approve a Categorical Exemption and Site Plan Review, P2022-0178-SPR, and recommended City Council approval of Density and Other Bonus Incentives, P2022-0178-DOBI, subject to conditions of approval.