



City of Culver City

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Legislation Text

File #: 16-934, **Version:** 1

PC - Adoption of Resolution No. 2017-P009 Recommending to the City Council Adoption of Mitigated Negative Declaration (MND) P2016-0049-MND and Approval of Zoning Code Map Amendment P2016-0049-ZMCA (PD13) and Comprehensive Plan P2016-0049-CP for an Office/Retail Commercial Development Located at 8777 Washington Boulevard.

Meeting Date: May 10, 2017

Contact Person/Dept: Michael Allen / Contract Planning Manager
Sol Blumenfeld / Community Development Director

Phone Number: 310-253-5713

Fiscal Impact: Yes ☐ No ☒

General Fund: Yes ☐ No ☒

Public Hearing: ☒

Action Item: ☐

Attachments: Yes ☒ No ☐

Public Notification: (Mailed) Property owners and occupants within a 1,000-foot radius of the TOD boundary area (04/19/2017), (E-mail) Master Notification List (04/19/2017), (Posted) City website (04/19/2017), (Sign) Posted on the site (04/19/2017), (Published) Culver City News on 4/20/2017, (E-Mail) Meetings and Agendas - Planning Commission (05/4/17)

Department Approval: Sol Blumenfeld, Community Development Director (04/21/17)

RECOMMENDATION:

That the Planning Commission:

1. Recommend to the City Council Adoption of a Mitigated Negative Declaration (MND) P2016-0049-MND and Mitigation Monitoring and Reporting Program (MMRP) 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. 5); and
2. Recommend to the City Council Approval of a Zoning Code Map Amendment P2016-0049-ZMCA (-PD13) and Comprehensive Plan P2016-0049-CP subject to the Conditions of Approval as stated in Resolution No. 2017-P009 (Attachment No. 4).

PROCEDURES:

1. Chair calls on staff for a staff report and 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. Commission discusses the matter and arrives at its decision.

BACKGROUND:

Request

An application has been filed by Vitruvian Culver City, LLC (the Applicant) to request adoption of a Zoning Code Map Amendment (ZCMA) and approval of a Comprehensive Plan on a .98 acre site (Project Site). The Project Site is located at 8777 Washington Boulevard which is the northerly/northeast corner of the intersection at Washington and National Boulevards near the City's northerly boundary with the Palms community of the City of Los Angeles. The Project Site currently is zoned Commercial General (CG) in the East Washington Boulevard Overlay Zone (EW) and is located within the City's Transit Oriented Development (TOD) District and adjacent to the Arts District. The Zoning Code Map Amendment is proposed to change the zoning from CG-EW to Planned Development District No. 13 (PD13). Vitruvian Culver City, LLC is managed by Vitruvian Development Group with participation in this project by Clarion Partners and Lincoln Property Company. The Comprehensive Plan proposes a 132,500 square foot, 4-story commercial development over 4,500 square feet of ground level retail and surface parking and three levels of subterranean parking to be used for corporate or multi-tenant offices.

Existing Conditions

The Project Site is currently improved with a 17,216 square foot single-story commercial structure (Surfas Restaurant Supply and Gourmet Foods) and a landscaped surface parking lot which be demolished and replaced by the proposed development. Ingress/egress to the Project Site is available from a curb cut at the eastern end of the site along Washington Boulevard.

Project History

In 2016, the Applicant submitted plans for a Zoning Code Map Amendment and Comprehensive Plan for a mixed use project comprised of ground floor and mezzanine level retail, restaurant, and office uses with three upper levels of residential use. The project was subsequently revised as a 4-story office structure that can accommodate a single or multi-tenant office use with ground level commuter serving retail.

Surrounding and Adjacent Land Uses

The Project Site is located within the City's TOD District, commonly known as "The Hub," which encompasses approximately 20 acres in the vicinity of Venice Boulevard, Washington Boulevard, Robertson Boulevard, and both sides of National Boulevard. Downtown Culver City is located approximately 0.5 miles to the west, with the Helms Bakery Complex and the Arts District to the east, and the Hayden Tract to the south. The Project Site is located one block to the south of the Culver City Expo Station, approximately ½ mile from downtown Culver City, approximately 0.3 miles to the northwest of Interstate 10 and approximately 7 miles to the east of downtown Los Angeles.

TOD District

The Transit Oriented Development District is an emerging neighborhood located around the Culver City Expo Station. Over the past decade the City and former Culver City Redevelopment Agency (RDA) have engaged in a long-term plan of creating a mixed use neighborhood of shops, restaurants, offices, hotels and housing adjacent to the Expo line. The City and former RDA have encouraged development in the TOD District in order to promote the use of mass transit and address the important goals of improved regional mobility and air quality. At present there are two TOD projects constructed, one entitled and three planned. The District is envisioned as a center for employment and housing that features green building, sustainability and promotes good planning practice. When completed, the TOD area will be comprised of a local market, high quality restaurants, two dedicated public parks serving the neighborhood totaling approximately 1 acre, walkable tree lined streets with street furniture, bike lanes, new quality housing, creative office space and a public transit plaza all adjacent to public transit. Going forward, the city is engaged in first mile- last mile planning to build on the current successes and vision for the area.

TOD District Goals and Objectives

The TOD District goals and objectives 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.

Project Description

The .98 acre (42,642 square foot) Project Site is located north of the intersection at Washington Boulevard and National Boulevard. It is rectangular in shape and generally flat. The Washington Boulevard frontage, at approximately 365 feet, is the longer dimension, and the National Boulevard frontage is approximately 115 feet. New construction is proposed for a 132,500 square foot, 4-story, "Class A" commercial office structure (up to 56 feet in height) located over three levels of subterranean parking and surrounded by landscaped areas both on-site and within the public right of way.

Of this total building area, 128,000 would be designed for office use to accommodate single tenant corporate headquarters or multi-tenant occupancy. In addition to the office use, the Project would incorporate and approximately 4,500 square feet for tenant and commuter-serving retail and food retail uses that open to Washington Boulevard on the ground level. The ground level also would have a floor to floor height of 15'-6" with a double-height lobby accessed from the southwest corner of the building. The building would include a media screening room that connects the ground and second levels with seating for 49 viewers and would support activities of tenants related to film and media industries concentrated within the area. The office uses would be located on Levels 2 through 4 and would be constructed with a floor to floor height of 13'-6". Parking for the proposed uses would be provided on site at the ground level and within a managed, 3-level subterranean parking structure that provides 392 parking spaces. The project's proposed mix of uses are consistent with the TOD District goals of bringing pedestrian and metro serving retail and employment together around mass transit to advance goals of improved regional air quality and multi-modal mobility.

ANALYSIS:

Zoning Code Map Amendment

The General Plan land use designation for the Project Site is "General Corridor" (GC) which allows for a range of medium scale commercial uses with an emphasis on community serving retail, office, and service uses along major corridors. The General Corridor designation is intended to support desirable existing and future neighborhood and community serving commercial use and housing opportunities that are compatible with nearby residential neighborhoods. No change to the Project General Plan designation is proposed.

The project application proposes changing the zoning from CG-EW to Planned Development District No.13 (PD13) with adoption of the Comprehensive Plan. PD District zoning may be applied to projects of approximately one acre or greater pursuant to Chapter 17.240.015 ("Planned Development (PD) Zoning Districts"). In combination with the PD zoning district, the Comprehensive Plan supports innovation in site planning and other aspects of project design and more effective design approaches to site features and uses on adjoining properties. The PD zoning district is applied to areas of existing large scale, multi-family residential and commercial complexes developed as a PD zoning district and sites suitable for similar large scale development. The proposed Zoning Code Map Amendment to PD13 is consistent with the General Corridor land use designation of the General Plan (see Attachment No. 2).

Comprehensive Plan

The proposed Comprehensive Plan includes the development standards and allowed land uses for the proposed PD13 zoning district. The project has been designed to conform to all applicable Zoning Code provisions for a Comprehensive Plan and all City development standards. The building mass and scale has been designed to be compatible with the surrounding adjacent uses as part of the emerging TOD District and to provide a pedestrian orientation along Washington Boulevard.

Permitted Uses: As describe on the Permitted Land Use Table in Attachment 7, specific allowable uses are identified for the PD 13 zoning district with corresponding regulatory requirements.

(a) Commercial/Retail Component

The ground level pedestrian-serving retail and food uses are oriented toward Washington Boulevard and will offer “grab and go” food and beverages coffee, newspapers and magazines, gifts and flowers, outdoor sales and display, and services such as bicycle rental and repair. One of the retail spaces may include a more conventional restaurant with sit-down dining. Located along the Washington Boulevard frontage and visible from National Boulevard, the Project retail and food tenants would serve Metro commuters and the Washington/National TOD District in general. Most customers are expected to pedestrians and bicycle commuters, and people working in or visiting the Project or the District. Some of the retail space may be used for special pop-up shops, product display, art exhibits, and outdoor newsstand.

(b) Office Component

The three levels of office space above the ground floor would be leased as a mulita-tenant facility or as a single-user corporate headquarters that would attract administrative, business, creative, production, and professional occupants. The office building would be served by a double-height lobby accessible from the corner of Washington and National Boulevards and from the ground floor entrance to the project’s managed parking area. Integrated within the ground floor space is a 49-person screening room accessed via a private entrance on the second floor and a secondary access point (entrance or exit) to the ground floor directly from the lobby. At ground level, the building lobby would create visual transparency and street-level engagement at the intersection of Washington and National Boulevards for pedestrians, motorists, and Expo commuters.

Site Plan and Coverage: Of the 42,642 square foot site, approximately 3,305 square feet is open space (including landscaped and pedestrian areas and a fourth level terrace). The Project site coverage is limited by front, side and rear landscape or pedestrian setbacks as noted in Attachment 7 - Land Use and Development Standards.

Setbacks/Projections: The Project has been designed with setbacks along each frontage that meet or exceed Code standard requirements at the ground and upper levels and on all four sides of the Project Site. The Project accommodates pedestrians along Washington Boulevard with a continuous building setback of 6 feet from the property line at ground level, which along with an 8-foot wide sidewalk, will enhance pedestrian, flow, safety, and experience. Along National Boulevard, the setback will range from 7’-3’ to 3’-2” near the building entry. The setback in front of the building entry is greater than 25 feet.

The northerly elevation, facing an existing drive aisle and loading area on the adjacent property, will have a 2-foot setback from the property line to allow for a green planting zone and fresh light and air into the parking structure. The upper levels of this elevation will be setback an average of 8 feet. The easterly properly line is shared with a single-story commercial/industrial building which will be 0 feet at the ground level and an average of 5’-6” at the upper level. Setback of any

depth typically would not be required for commercial development in the existing CG zone.

Easement: To enhance building separation and access to light and air for the upper levels of the building, the Applicant has will be required to secure a 20-foot wide “no build” easement from the privately-owned property to the north-west within an existing drive aisle/loading dock. The southerly portion of the easement is located within Culver City while the northerly portion is within the jurisdiction of the City of Los Angeles. The easement would extend the full length of the Project Site for a distance of 373’-3”. Recordation of this easement is included as a condition of approval (see pg. 18 of the Comprehensive Plan).

Sustainability/Green Building Features: The Project building orientation and massing have been informed by sun and shadow and light and air analyses resulting in large open floor plates and various sustainable design features noted in Attachment 7 - Sustainability

Pursuant the Comprehensive Plan, the Project is designed to meet the standards for Leadership in Energy and Environmental Design (LEED) Silver level by the U.S. Green Building Council (USGBC) through the incorporation of green building techniques and other sustainability features. The project also would be designed and operated to meet or exceed the applicable requirements of the State of California Green Building Standards Code and the Culver City Green Building Program (as required by Culver City’s standard conditions of approval). Sustainable/green building elements include:

Conservation: In an effort to promote the conservation, reduction, reuse, and recycling of renewable and non-renewable resources, the Project is using or operating with the following:

- Recycle of building materials during demolition of existing structures Non-wood alternatives for exposed wood products such as Nichita (simulated wood manufactured from fiber cement on the wood siding and Resysta (simulated wood manufactured from rice husks) in the wood decks.
- Source products from local manufacturers and using recycled products where possible.
- Storm Water Filtration and capture system.
- Permeable exterior paving surfaces to reduce storm water run-off.
- Potential use of future reclaimed water.

Energy Efficiency: The following provides a list of energy-efficient and sustainable specifications that have been incorporated into the Project:

- Photovoltaic electricity generation consistent with the City’s Photovoltaic Solar Ordinance.
- Dimmable and multi-zone lighting.
- Low flow/low consumption bathroom fixtures.
- Landscape design with drought tolerant planting to conform with AB 1881 low water usage.
- Irrigation using captured stormwater.
- Irrigation timers with rain sensors.
- Dual and triple low emissivity glazing.
- High reflective roof material (albedo).
- High efficiency heating and air conditioning systems.

- Natural lighting.
- Natural ventilation.

Carbon Emission Reduction: The following provides a list of carbon emission reduction items that have been incorporated into the Project:

- Bicycle racks located along the Washington Boulevard side of the Project Site for public use.
- Other bicycle oriented facilities including safe lockable storage areas for office users.
- Secured-access, end-of-trip amenities such as bathrooms and showers for office users to promote riding to work.
- Project location near public transit.
- Developer participation in a discounted public transportation pass program in order to promote use of public transportation for commuters.
- Electric Vehicle charging stations with transformer capacity for up to 80 vehicles.
- Preferred parking for low emission and carpools vehicles.

Solar Impacts: The Project as designed will minimize shadow impacts to surrounding properties as discussed in Section 6 of the Comprehensive Plan. The shadow analyses for Winter and Summer Solstice and Fall Equinox indicate that the Project will not increase the shading of adjacent shadow sensitive uses such as routinely useable outdoor spaces associated with residential or recreational land uses and solar collector areas on adjacent developments. Under all solar conditions, the building footprint and setbacks are oriented to allow solar access to the surrounding streetscape and do not create constant shading to the surrounding streetscape areas.

Height: The Planned Development Zoning District PD 13 allows for a maximum 56' foot building height above ground level. The proposed Project will be four stories and 56 feet in height, consistent with that standard and compatible with other TOD projects in the TOD District.

Roof-mounted ancillary structures are allowed up to a maximum of 13' - 6" above the roofline of the building. Structures for the housing of elevators are allowed up to a maximum of 16 feet. Architectural features are allowed up to a maximum of 13' - 6" above the roofline and can cover a maximum of 15% of the roof area. The proposed roof structures cover 6% (or 2,250 square feet) of the Project's 38,030 square feet of rooftop area. Roof-mounted mechanical equipment (air conditioning, heating, exhaust, ventilation ducts, etc.) will be screened from public view from adjoining public streets and rights-of-way. The method of screening is proposed to be architecturally compatible with the development in terms of colors, materials, and architectural style. While the proposed structures would be taller than some of the nearby buildings primarily to the north, the Transit Oriented Development District is in transition and many of the recently developed and entitled projects are equivalent or exceed the Project height

Architectural Design: The East Washington Boulevard Overlay Zone specifically states that "a minimum of 50% of the width of the building wall along the Washington Boulevard frontage above the first story, or above 16 feet in height, whichever is less, shall include recessed or extended windows, balconies, offset planes, or other prominent architectural details that provide three-dimensional relief." The building entry would be oriented towards this prominent intersection of National Boulevard and Washington Boulevard, and attention has been paid to all four elevations

with that standard in mind. Exterior materials are primarily glass with metal frame window and wall systems and poured-in-place concrete.

The office levels would be in a concrete frame with high-efficiency clear glass and aluminum window walls from floor-to-ceiling which would allow natural light to filter through the interior spaces. Portions of this window system may be operable with the intention of featuring natural ventilation while also providing visual breaks along the window shell. Further, some of the window wall sections may be solid insulated panels to allow for privacy and meet sustainable and efficiency standards.

The exterior walls of building core elements and ground level parking is shown as vertically planked, cast-in-place, board-formed concrete with embedded vertical LED strip lighting. The building core elements would rise above the roof plane at the northwestern and eastern ends of the building providing a visual anchor and defining the building's limits. The balance of the structure would contain a glass parapet that protrudes from the roof level to provide a continuous datum line above the articulated façades below.

The ground level of the Washington Boulevard (south) elevation that features the pedestrian-oriented retail spaces would present a floor-to-ceiling clear glass wall within natural aluminum storefronts, including bi-fold door systems, beneath metal trellis canopies. The glass façade wraps the corner and terminates at the double-height lobby which would be set back from the corner beneath a covered entry. The parking entry also would be located from Washington Boulevard at the opposite end of the entry. The upper levels have been designed as an articulated façade with stepped floor plates. These commercial office floors would incrementally extend from the elevation plane approximately nine inches from floor to floor, allowing for a shadow pattern along the south façade and create visual movement as it curves along the Washington Boulevard and National Boulevard intersection. Sections of the recessed flat window wall of the ground level along Washington Boulevard and at the intersection serve to break down the massing of the building along the street create pedestrian scale.

The National Boulevard elevation (west) would be composed of a building core element that anchors the northwest corner and contrasts with the clear glazing and transparency of the adjacent double-height lobby. The double-height lobby would step back approximately six feet from the sidewalk. Level 4 facing National Boulevard an active outdoor terrace would provide approximately 630 SF of open space as a tenant amenity.

The north side of the project features two building core elements - one approximately 100 feet long at the on the west side and one less than 15 feet long on the east side. The ground level is an open air portion of the parking screened from the adjoining property and secured with green-screen fencing. The three levels of offices are similarly glazed and recessed from the ground level in order to provide natural light and air.

The east elevation would be situated with a 0-foot setback at ground level and would set back at the upper levels. Exterior materials for the entire surface above ground level would be entirely vertically planked, cast-in-place, board-formed concrete panels. This wall would anchor the Washington Boulevard entrance to the project's managed parking area with identifying/wayfinding signage.

The Project includes an architectural feature consisting of three saw-toothed projections that have been designed to support functional photovoltaic arrays (angle and orientation). Natural light would be able pass into the building interiors beneath the solar panel structures and reduce the demand for artificial light sources.

The project's mechanical equipment and refuse containers have been designed to be screened from the street, public places, and neighboring properties.

Landscaping and Open Space: The Project includes a total of approximately 3,305 square feet of outdoor open spaces including landscape and hardscape areas along each of the frontages on Washington and National Boulevards. This figure includes 2,675 square feet of ground level open space and the 630 square foot terrace located on Level 4.

The ground level open space areas would be accessible to the public, including the Washington frontage where the building has been set back six feet to encourage commuter and pedestrian access to ground level retail. Public open space along National Boulevard and Washington Boulevard would include a streetscape design and plant palette consistent with the City's Washington/National Streetscape Master Plan. This area would be improved with an 8-foot wide public sidewalk with street trees, landscape planters, tree grates, benches, bicycle racks, trash receptacles, and street furniture pursuant to the TOD District Streetlight Plan.

The ground level pedestrian and Metro serving retail would be set back from the property line by six feet allowing for better pedestrian access and provide continuity to the street-level along National and Washington Boulevards to an area that currently has minimal streetscape and landscape improvements. Hardscape and landscaped areas would accommodate tree wells and other sidewalk amenities such as benches, trash cans, and bike racks.

Along the northerly property line, a 2-foot setback is provided to allow for an 8-foot high "green screen" with vine planting. The green screen will allow light and air into the ground floor parking and shield parked cars from view while also defining the property line and easement area. The east elevation includes an exit corridor near the ground level property line and does not allow any opportunity for landscaping.

The plant palette and planting patterns will include a variety of native and drought-tolerant plants with low-water needs. Irrigation will include rain sensors and will be tied to the LID (low impact development) cistern for water re-use and reclamation. Lighting will be used to enhance the landscape. As a condition of approval, all planted areas on the property would be landscaped and irrigated pursuant to CCMC Chapter 17.310 - Landscaping.

Access and Parking: Pedestrian access is available to the office lobby at the corner of Washington and National and to the retail uses from at-grade sidewalks along Washington Boulevard. The lobby also would be accessible to those arriving by car from the parking garage. Office employees would utilize an electronic key system.

The proposed Project would provide 392 on site vehicular parking spaces within a managed, valet

assisted parking structure. Thirty-two spaces would be located within a portion of the ground level with the greater share distributed among three subterranean levels. The total number of parking spaces required per the Culver City Municipal Code (CCMC) is one space per 350 square feet of both office and retail use. Based on this standard, the parking requirement for the uses proposed is 379 spaces. Therefore, the parking provided would comply with the City standards.

Vehicular access to the parking area shall be provided by a ground level entrance from a driveway off of Washington Boulevard designed to accommodate ingress and egress queues. Vehicles would enter and exit on the ground level via an automatic entry system and sentry gate that will be activated by either a ticket and/or key card system. The gate would be located 24 feet past the sidewalk to allow in order to allow vehicles to turn out of the ingress without backing into Washington in the event that the gate is closed and they do not have operation privileges.

Parking on all levels is proposed to be managed with valet assist on the ground floor level for office visitors and partial valet assist on the lower levels where a portion of the parking is composed of double and triple tandem spaces. Single access parking spaces are 55% of the total parking count with tandem spaces accounting for 45% of the parking spaces. Also, standards size spaces would account for 61% with compact stalls at 39%. Employees will be assigned/directed to monthly parking spaces located on the subterranean levels. Visitors will be directed to designated spaces on the ground level. It is anticipated that the retail patrons primarily would be tenants of the office space or commuters and pedestrians, including area bicycle commuters. Limited short-term parking for such uses shall be provided on the ground level.

Consistent with the Mobility Plan in the Comprehensive Plan, the parking structure provides preferred parking for low emission vehicles (e.g. hybrid, alternative fuel and electrical automobiles), shared/carpool vehicles as required by the California Green Building Code (CGBC). Handicapped accessible spaces shall be provided per California Building Code (CBC) regulations.

Bicycle Parking: The Project will provide a total of 32 bicycle parking stalls. Twelve bicycle stalls shall be located along the public sidewalk on Washington Boulevard and will be conveniently located adjacent the public open space as well as the pedestrian serving tenant spaces; 20 additional bicycle stalls shall be provided on-site in the first ground level parking area for office and visitor use. To facilitate bicycle commuting, end of trip facilities (i.e., bathroom and showers) would be located on the ground level near the indoor bicycle storage area for use by office tenants after arriving by bicycle or walking.

EV/Clean Air Vehicle Parking: The parking structure would offer ample parking for low emission vehicles (i.e., hybrid, alternative fuel and electrical automobiles). Electric vehicle (EV) charging stations are not required by Code; however, the California Green Building Code (CGBC) standard is that 6% percent of parking spaces be supplied by Electric Vehicle Supply Equipment (EVSE) or designed to accept future EVSE. In total, the Project will meet or exceed the CGBC standard by including 31 parking spaces equipped with or capable of using EVSE. Those spaces will be spread across all parking levels, and approximately 10 spaces will have operational EVSE upon occupancy, with total transformer capacity of up to 80 spaces.

Carpool/Vanpool and Handicapped Accessible Parking: Carpool vehicles are afforded priority parking as required by the CGBC. Also, the Project would provide 8 required handicapped

accessible spaces (6 commercial spaces, 2 commercial van spaces).

Parking Security: An exterior garage screen door will close off the Washington access after normal business hours. The gate would be controlled by employees and tenants with access cards or codes for staying late or arriving early.

Mobility Plan: Projects within the TOD District are required to include a Mobility Plan as part of the entitlement process. The proposed Project has been designed to encourage and take advantage of connections to multiple modes of transportation, reduce single-occupancy trips, improve regional air quality, and enhance mobility. Improvements, programs, and amenities have been incorporated into the Project to further these objectives. As part of the Mobility Plan, a number of strategies are incorporated into the Project design or operations including:

Transit

- TAP Card Subsidy; Project will subsidize the purchase of up to 50 TAP cards for a period of three years for employees who opt to take Metro instead of personal vehicles, and will not be provided onsite parking accommodations.
- Cash-Out Alternative; Project will offer a cash-out bonus to individuals who opt to use other modes of commuting options such as carpools, shuttles, bicycles, or walking. The cash-out bonus will count towards the 50 employee obligation.
- TAP Card Maintenance; Project tenants will procure and register TAP cards.

Pedestrian

- Pedestrian Area; an average six foot setback combined with existing eight foot sidewalk expands the pedestrian space featuring amenities such as seating, outdoor display and landscaping to activate the pedestrian oriented space along Washington Blvd. and National Blvd.
- Streetscape Plan; incorporation of Culver City's Washington/National Streetscape Master Plan standards implemented as a condition of approval to create an attractive, walkable environment with broad spreading shade trees to address heat sink, provide summer cooling and soften the street edge, benches to provide public space seating, bike racks to offer convenient bike storage and in-ground flowering planters and street graphics to lend identity and color to the District.
- Walking Promotion; the Project will promote "walk to work" and "walk to shop" programs for employees of Project tenants and post neighborhood maps with approximate walking distances and times to local neighborhood amenities and transit connections.
- Signalized Driveway; a signalized driveway will be designed to facilitate safe pedestrian access along and across Washington Blvd. and connect and align crosswalks with improved sidewalks.

Bicycle

- The project will also contribute toward street restriping to accommodate potential bike lanes and storm water management improvement.
- Bike Lanes; the Projects setbacks have been designed and oriented to accommodate a future two-way protected bike lane and parking lane along the Washington Blvd. right-of-way to meet future mobility objectives.
- Short-term Parking; short term bicycle parking will be provided for at least 12 bicycles within the Project site.
- Long-term Parking; long term bicycle parking will be provided for at least 20 bicycles within the Project site to facilitate and encourage tenants and employees to commute by bicycle.
- End-of-Trip Facilities; to encourage and promote commuting by bicycle or foot, the Project provides amenities including showers, lockers, secure bike storage, and repair for tenants or employees who bike or walk to work.
- Future Bike Share; the Project will subsidize bike share participation for employees of tenant businesses when/if Culver City adopts a bike share program.

Automobile

- EV Charging Stations; to encourage the use of electric vehicles, the Project will include up to 31 electric vehicle parking spaces, and future capabilities to support up to 80 such parking spaces.
- Designated Parking and Ridesharing; the Project includes designated parking for low/zero emission vehicles, carpools, and will accommodate loading areas for shared-ride vehicles along Washington Blvd.
- Subsidized Rideshare Service; Project tenants will provide employees with a voucher or similar system for ridesharing services to facilitate use of rideshare services.

Area Transportation Improvements Plan (ATIP)

- In addition to the City's New Development Impact Fees, the Project will contribute \$150,000 towards early implementation of active transportation improvement measures that the City currently is in the process of designing. Some of these measures include improvements to bicycle and pedestrian infrastructure.

Participation in TOD Visioning Recommendations

- Applicant has voluntarily agreed to participate in future area wide circulation improvements recommended as part of the in progress TOD Visioning Study. Such recommendations will include participation in a Transportation Fund to address first and last mile travel, if adopted

and contribution to future fund to study TOD circulation improvements.

Signage and Lighting: Signage would be integrated into the architecture of the buildings and outdoor lighting installed per applicable City standards. Site signage would be used for project identity, building identification, office and retail tenant identification, pedestrian wayfinding, and security markings. It would be designed and located to be compatible with the architecture and landscaping of the project. No off-site signage is proposed. All signage would be provided consistent with a Master Sign Program pursuant to zoning code section 17.330.050.D.2.

Project lighting is aimed at creating an inviting and dynamic night time image that is energy-efficient and responsive to the needs of tenants and visitors. The proposed buildings would include accent and façade lighting to complement the building architecture. Pedestrian areas would be well lit for security. Fixtures would be designed to prevent unwanted glare on pedestrians, street traffic, and adjacent properties. Surface mounted light-emitting diode (LED) downlights would be integrated into the architectural canopies and landscaped areas to provide appropriate light levels and to limit light pollution into the sky. Narrow beam in-grade LED fixture will provide up light on the parking entrance side wall. Also, as described with the architecture, vertical LED strip lights will be placed in the concrete cores to break down the massing of vertical building planes and accentuate panelization of the concrete pours.

Site Security: The project would incorporate 24-hour/seven-day video surveillance and full time security personnel. Duties of the security personnel will include, but not be limited to, assisting office users and visitors with site access; monitoring entrance and exits of the buildings; managing and monitoring fire, and life safety systems; and patrolling the property. Site security would regularly interface and collaborate with local law enforcement, as needed. The project design would include lighting of entry-ways and public areas for site security purposes. The buildings would include controlled access to office uses in order to ensure the safety of site tenants and visitors).

Trash, Loading, and Recycling: On-site delivery is provided via a loading dock on the northeast corner adjacent to the trash area and service elevator. Off-site delivery will be provided via a dedicated loading zone in front of the building along Washington Boulevard.

All trash bins serving the project would be moved by building staff to a staging area located in the northeast corner of the Ground Level parking area. A scout service, or an employee of the City's Sanitation Division, would move the bins to a curbside collection area where the refuse would be collected by the City's sanitation truck(s). The trash bins would then be relocated to the staging area by the scout service whereupon building staff would place them into their respective trash rooms.

Public Art: The Project will contribute an in-lieu payment to the City's Art in Public Places Program to be used to support of a collaborative art installation focused upon the intersection of Washington and National Boulevards and funded from recently entitled projects within the TOD District.

Construction Management Plan: The developer is required to submit for Building Official approval, a Construction Management Plan prepared by the construction contractor, which identifies the

areas of construction staging, temporary power, portable toilet, and trash and material storage locations. Prior to commencement of work the construction contractor is required to advise the Public Works Inspector and the Building Inspector of the construction schedule. As part of Project construction management, the Developer is also required to provide a Pedestrian Diversion and Pedestrian Protection Plan for Public Works approval. The following is required as part of the Construction Management Plan:

- The Developer must submit to the Building Official an off-street, offsite parking plan indicating the location for construction worker parking for duration of construction;
- Limit the duration for construction staging and use of Washington Boulevard sidewalk frontage to no more than 3 months.
- Limit truck hauling and concrete truck pumping from public streets surrounding the site until after 9:30 a.m.
- Compress the construction schedule by applying for a temporary use permit to allow construction beyond hours authorized under CCMC 9.07.035.
- Investigate with the Building Official the potential use of sound blankets to mitigate construction noise.
- Investigate with the Building Official potential use of construction cranes entirely on site or on an adjacent property (not on the public right of way).
- Investigate obtaining consent from adjacent northerly property owner to use air and light easement area for temporary construction staging.

Community Meetings

Pursuant to the City's Community Outreach Guidelines, the Applicant hosted four community meetings in order to present project components, address questions and concerns of the community, discuss project related technical studies, and present the final project scope.

These meetings were held on:

- October 15, 2015 (6pm-8pm at Café Surfas), hosting approximately 21 members of the public;
- December 15, 2015 (6pm-8pm at Veterans Memorial Building);
- March 15, 2017 (6pm-8pm at the Veterans Memorial Building), hosting approximately 43 members of the public; and
- April 13, 2017 (6pm-8pm at the Helms Design Center), hosting approximately 41 members of the public.

Each meeting provided members of the public an opportunity to review the revised design and details of the project. The open house meetings also featured a range of consultants and

technical experts who addressed questions and solicited feedback, including the project architects as well as other consultants with expertise in areas including traffic, construction, sustainability, and CEQA.

Community members were invited to view exhibits with project details, such as the program, the design of the office building and ground floor retail, vehicular ingress and egress, pedestrian and bicycle amenities, traffic and mobility and other key areas of community interest. Community members were able to use the 2 hours to ask questions of the range of consultants. The comments generally focused on traffic and a preference for the ingress/egress to be from National Boulevard, not Washington Boulevard. Concern was expressed about staging of the three pending projects. Comments on the design of the building were mixed with some requests for a more historic vernacular. Positive comments also were offered with one person asking for more community meetings. Comment cards and meeting summaries from all meetings are attached for reference.

CONCLUSION:

Over the past 16 years, Culver City has pursued the long-term goal of creating transit oriented development around the Culver City Expo Station in a manner that is unique in the region. Toward that end, the City has made significant investments in area improvements and encouraged new development around transit to create a transit focused district with the intent of benefiting both the new development and transit. The area will contain two new public parks, a market, retail and restaurants that serve Expo commuters, residents of the new District and the City at large. As one of several Transit Oriented Developments proposed or recently constructed in the TOD District the Project implements that long term plan and contributes toward its implementation.

Based on the analysis contained herein, staff recommends approval of the proposed Zoning Code Map Amendment and Comprehensive Plan along with the required findings are stated in proposed Resolution No. 2017-P009 (Attachment No. 4).

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 potential for such significant impacts could be mitigated to a less than significant level with implementation of the prescribed mitigation measures. In conjunction with the Initial Study, a Mitigated Negative Declaration (MND) has been prepared pursuant to the CEQA guidelines (Attachment 5).

Conditions of project approval require that the Applicant implement the prescribed mitigation measures for “potentially significant” impacts on the environment generally addressed in the MND, as follows:

1. Biological Resources - Impacts to nesting and/or migratory birds species 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.
5. Hydrology/Water Quality - Impacts pertaining to the proper treatment and disposal of removed groundwater beneath the site during potential construction-related dewatering activities.
6. Noise - Impacts from operational and noise-generating equipment to current and future residents in the vicinity of the Project Site.
7. Public Services - Impacts regarding emergency response times and emergency access during construction activities.

The prescribed mitigation measures are listed in a Mitigation Monitoring and Reporting Program (MMRP), which is included as Attachment C in the Draft MND and also incorporated within Exhibit A, Conditions of Approval, to the Planning Commission Draft Resolution 2017-P009.

The Draft MND was circulated for public review from April 19, 2017 to May 10, 2017. 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, and individuals who have previously requested to receive notices and information on the Project. 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 <<http://www.culvercity.org>>.

As a result of public review on the Draft MND, the City received zero letters/emails from public agencies and/or organizations.

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. Area Map
2. Zone Change Map
3. Transit Oriented Development District Map
4. Draft Planning Commission Resolution No. 2017-P009 (P-2016-0049-ZCMA, P-2016-0049-CP, and P-2016-0049-MND), and Exhibit A, Conditions of Approval.
5. Initial Study/Mitigated Negative Declaration dated April 19, 2017.
6. Traffic Analysis prepared by Raju Associates, Inc. dated February 2017.
7. Comprehensive Plans date stamped April 19, 2017.
8. General Public Comments and Community Meeting summaries.