



City of Culver City

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Staff Report

File #: 21-159, **Version:** 1

Item #: PH-1.

PC - Consideration of an Administrative Site Plan Review (P2020-0056-ASPR) and Tentative Tract Map No. 83049 (P2020-0056-TTM) for the Construction of a Five (5) Unit Condominium Subdivision located at 4080 Lafayette Place.

Meeting Date: August 26, 2020

Contact Person/Dept: Michael Allen, Current Planning Manager;
Gabriela Silva, Associate Planner
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Fiscal Impact: Yes ☐ No ☒

General Fund: Yes ☐ No ☒

Public Hearing: ☒

Action Item: ☐

Attachments: ☒

City Council Action Required: Yes ☒ No ☐

Date: N/A

Public Notification: (Mailed) Property owners and occupants within a 500-foot radius and extended (08/05/2020); (Email) Master Notification List (08/06/2020), Meetings and Agendas - Planning Commission (08/04/2020); (Posted) City website (08/04/2020), Onsite Sign (08/04/2020).

Department Approval: Sol Blumenfeld, Community Development Director (08/17/2020)

RECOMMENDATION

Staff recommends that the Planning Commission 1) Adopt a Class 32 Categorical Exemption, pursuant to California Environmental Quality Act Section 15332 In-Fill Development Projects, and 2) Approve Administrative Site Plan Review, P2020-0056-ASPR, and recommendation to the City Council for approval of a Tentative Tract Map No. 83049, P2020-0056-TTM, subject to the Conditions of Approval as stated in Resolution No. 2020-P013 (Attachment No. 1).

BACKGROUND/DISCUSSION

Request

On February 25, 2020, an application was submitted by Breakform Design (the Applicant Representative) on behalf of 4080 Lafayette, L.P. (the Property Owner) for an Administrative Site Plan Review (ASPR) and Tentative Tract Map (TTM). The application request is to allow the following:

- Demolition of three (3) existing single-family dwellings and a detached accessory structure (garage);

- Subdivision of the existing parcel into five (5) airspace lots for condominium purposes; and
- Construction of five (5) attached residential condominium dwelling units (i.e. one (1) dwelling unit on each of the proposed airspace lots).

Zoning Code Section 17.540.015.C.3, requires the referral of a Site Plan Review application to the Planning Commission, that otherwise could be approved administratively, if another action requires Planning Commission review and approval. As a Tentative Tract Map is submitted as part of the overall project application, both are being considered by the Planning Commission.

Project Site/Existing Conditions

The Project Site is located at 4080 Lafayette Place, on the east side of Lafayette Place, south of Culver Boulevard and at the northerly corner of Braddock Drive (see Vicinity Map, Attachment No. 2). The parcel is flat in topography and rectangular in shape, measuring approximately 7,708 gross square feet. Currently, the site is improved with three (3) single-family dwellings and a detached 3-car garage at the rear, and site improvements including landscape, hardscape, and fences. Vehicular access to the existing parcel is provided by an existing public alleyway at the rear of the site which connects with Braddock Drive. The existing streetscape along the Lafayette Place frontage consists of a 5' wide sidewalk and 9' wide parkway with no street trees. Along Braddock Drive, the existing streetscape consists of a 4' wide sidewalk and 6' wide parkway including three (3) mature street trees.

The Land Use Element of the City's General Plan designates the subject site and immediately surrounding properties along Lafayette Avenue as Medium Density Multiple Family Residential to the north of Braddock Drive, which is consistent with the site's zoning designation of Residential Medium Density Multiple Family (RMD). Properties along Lafayette Avenue to the south of Braddock Drive are designated as Low-Density Two-Family Land Use and zoned Residential Two Family (R2), which is a lower density than the site designation.

The Project Site is representative of the prevailing conditions in the immediately surrounding neighborhood, north of Braddock Drive. Properties to the north, south, east, and west are also flat, rectangular in shape, and similar in size, with an average lot size of 7,700 square feet for the neighborhood block, except for a few outliers adjacent to the site.

The surrounding zoning and land uses are as listed below.

- North: Residential Medium Density Multiple Family (RMD) Zone (one- and two- story single-family dwellings and multi-family residential dwellings)
- South: Two Family Residential (R2) Zone (one- and two-story single-family dwellings and multi-family residential dwellings, across Braddock Drive)
- East: Residential Medium Density Multiple Family (RMD) Zone (one- and two-story single- and multi-family residential dwellings, across the alley)
- West: Residential Medium Density Multiple Family (RMD) Zone (one- and two-story single- and multi-family residential dwellings, across Lafayette Place)

Project Description

As illustrated in the project plans (Attachment No. 4), the applicant proposes to demolish all existing on-site improvements and construct five (5) condominium dwelling units with associated site improvements. The proposed condominium dwelling units have been designed as attached two-story structures, located above a subterranean parking garage. The proposed project conforms to the maximum allowable height limit with a maximum overall building height of 24'-6", to the top of the second floor roof. Additional height projections for

parapets/guardrails and rooftop stairwells extend an additional 42" and 9' from the roof, respectively. Each unit will have two (2) parking spaces within the proposed subterranean garage, and two (2) guest parking spaces are proposed, for a total of twelve (12) off-street parking spaces. The dwellings are arranged in a linear pattern oriented from the front of the parcel to the rear. The front dwelling unit will have a front and side-facing entry along Lafayette Place and Braddock Drive, respectively, while the remaining four (4) units will be accessed from side-facing entries located along Braddock Drive, parallel to the southerly property line. The side entries are inset, designed to be recessed further from the main building wall. The four (4) front units will be three-bedroom with 2.5 baths, ranging from approximately 1,546 to 1,645 square feet; the rear unit will be 1,873 square feet with three-bedroom and 3.5 baths, with one of the bedrooms and one of the bathrooms in the subterranean level. All improvements are consistent with the provisions of the Culver City Municipal Code (CCMC).

ANALYSIS

The RMD Zone allows one (1) unit per 1,500 square feet of net lot area, up to a maximum of nine (9) dwelling units. Based on the net lot area of $\pm 7,708$ square feet, a maximum of five (5) units may be allowed on the site. The RMD Zone requires a minimum front yard setback of 10' or half the building height, side yard setbacks of 5', and a rear yard setback of 10', or 5' when adjacent to an alley. The maximum allowable height is two (2) stories, not to exceed 30'. As shown in the Project Summary (Attachment No. 3), the proposed development conforms to all regulations of the RMD Zone.

1. ADMINISTRATIVE SITE PLAN REVIEW

Architectural Design

The structure is a two-story building over a subterranean parking garage in a linear layout, with a side-loaded driveway abutting the neighboring residential property to the north. The structure is characterized by a modern architectural style, incorporating straight lines and angular corners, with a flat roof. The building incorporates angled parapets and guardrails to provide variation at the street façades. The front façade is broken into smaller volumes with step-backs and awnings and utilizes various materials including brick, concrete, and metal panels to provide articulation. The street-facing side façade is articulated in a similar way, with parapets at a slanted angle to provide visual break and contrast from the overall mass. Landscaped patios along the street function as both a buffer and gradual transition from street to structure. Entrances to the units along the street-facing side yard are inset to create more privacy at the unit entries. The first story façade is comprised of mostly of brick and concrete, while the second story façade is mostly metal panels. The rear façade, which faces an alley, is articulated in a similar fashion as front façade. The interior side façade abutting the residential property is minimally articulated, with the first story designed with a flat brick wall and second story with a flat concrete wall. Windows on all facades are inset to provide articulation. Black aluminum window trims on all façades provide additional material variation. Metal guardrails serve both practical and visual functions. Decorative lighting fixtures are proposed throughout the elevations, adding to the building's ornamentation. Rooftop decks are set back and will incorporate perimeter landscaping to further preserve privacy and enhance the appearance of the building.

Overall, street-facing facades are well articulated with variations to both vertical and horizontal planes and use of various materials. Front yard is landscaped, with vegetation at 85.54% of the area, while 76.47% of the required side yard along Braddock Drive is landscaped. Portions of this side yard landscape area are screened by the proposed 4' high walls/fences encasing the proposed private patio area for each unit. The color palette consists of brown, gray, and black.

The subterranean garage is accessed from the properties rear adjacent alley rear through a proposed 10' wide driveway located at the northerly edge of the property. The entry is not visible from Lafayette Place or

Braddock Drive. It is set back approximately 70' from the rear property line, minimizing the visual impact of the off-street parking facilities. The project will provide an alley dedication of 4' to facilitate the vehicular access to parking and improve the traffic flow in the alley.

The project design is intended to be compatible with the residential structures in the neighborhood. The building height and massing is consistent with the zoning standards of the RMD Zone, and intent of the ASPR required findings.

Landscaping

Landscaping will include a variety of plant materials to soften the building façade and enhance the street view of the project. Proposed landscaping will be required to complement the building and enhance the appearance of the development. Most of the front yard is reserved for landscaping, with the exception of a decorative paved walkway for access to the front unit and Fire Department standpipe connection. Landscaping is provided where feasible along the southerly side property line facing Braddock Drive, where a secondary entry for the front unit and the primary and only entry for the rear four (4) units are provided. There is minimal landscaping along the northerly side yard, which is used primarily as patios and, where not, is open to below for the subterranean garage driveway. Landscaping at the front yard will include two (2) large existing trees to remain; low-height shrubs, and grass are proposed at the street-abutting yards. There will be very little landscaping in the rear yard, as the proposed planting area there is very narrow.

The rooftop decks will have planters with shrub planting along the sides. Landscaping will also include replanting the existing parkway, in accordance with the City's Parkway Planting Guidelines; permanent irrigation will be required to be provided to the parkway as part of the on-site irrigation. Preliminary landscape information is included in the preliminary development plans made part of this report (Attachment No. 4).

Open Space

The proposed development provides the required open space for each unit by means of private rooftop decks, which are accessed from the second-floor hallway areas. Each rooftop deck measures approximately 463 to 559 square feet, thereby meeting the minimum requirement of one hundred (100) square feet. The rooftop open space areas are bounded by guardrails required for safety, measuring forty-two (42) inches in height. 3' wide planter's buffer both sides of the rooftop open space to aid in minimizing visibility onto abutting properties to preserve privacy. Additionally, the front unit and immediately abutting unit have a supplementary outdoor open space area at the ground floor, measuring approximately 90 and 150 square feet, respectively.

Neighborhood Compatibility

The proposed development is located along the 4000 block of Lafayette Place and the 9600 block of Braddock Drive, which are local streets developed with a variety of one-story and two-story single- and multiple-family residences. The block is zoned RMD, similar to the surrounding streets (Duquesne Avenue, Irving Place, etc.), with a mix of housing types, including multiple-family development consistent with the higher density designation (Medium Density Multiple Family Residential) envisioned for the block by the City's General Plan Land Use Element.

Density

The project exceeds the average density of 3.38 units for the block. There are some factors that skew this average: nine (9) lots in the block have been subdivided into substandard small lots from an average-sized lot and contains:

- One (1) single family dwelling each; on the other hand,
- One lot is a merged lot that combines two lots along Lafayette Place and one lot along Irving Place and contains 31 units.

Density ranges from one (1) to 31 dwelling units per lot, within the subject block area. While the density of the proposed five-unit development is higher than the average density of the neighborhood block, it is within the allowable density formula and in compliance with the RMD Zone and corresponding General Plan designation.

Front Setback and Street Massing

The building is adequately set back to conform to, and exceed, Zoning Code setback requirements. The second floor of the building steps back beyond a portion of the first floor and uses a different material to break up the massing and bulk of the development to be more compatible with the mix of development in the neighborhood. The average front setback for the sample block is 15'-7", while the required setback is 12'-3", based on the RMD zone requirement of 10' or half the building height. Therefore, the proposed front setback of 17'-4" is sensitive to the average condition on the block, considering the abutting building has a front setback of approximately 13'. In addition, the roof deck guardrail is of different material from both first and second floor facades, creating visual relief to the mass. The project is also designed to place rooftop stairwell towers towards the rear, minimizing bulk towards the front of the property.

Height

While the maximum allowed building height is 30', the proposed maximum roof height is 24'-6" with additional allowance for height for parapets, guardrails and rooftop stairwells. The parapets/guardrails extend 42" to a maximum of 28', stairwells project 9' to a maximum of 33'-4". The roof deck guardrails incorporate an open work design and are set back six (6) inches from all building edges, to help minimize their appearance from the street, except where the solid parapet slants upwards for variation in facade. The building's height will be a contrast from the existing 14'-0"-high development on the subject site, as well as from the 18'-0"-high structure on the north-abutting property, the 16'-0"-high structure across Braddock Drive to the south and the 12'-0"-high structure across Lafayette Place to the west. There are taller structures on the block along Lafayette Place, as structures farther north range from 22'-0" to 35'-0" in height, contributing to the block average of 22'-5". Overall, the building height fits within the neighborhood range of 12' to 35'.

Lot Coverage

The project provides a lot coverage of approximately 58 percent of the site. The lot coverage range for the block is 25 to 70 percent, with a block average of 46 percent. The proposed development is an increase from the subject site's current coverage of 37 percent, and is on the higher end of the range of the existing development on the sample block area, but still consistent with the overall range of prevailing lot coverage of 25 to 70 percent and within the allowances of the Zone and General Plan Land Use designations.

Historic Resource Assessment

There are two properties registered as Historical Resources in close proximity to the project site: Lafayette Place Landmark District at 4052-4070 Lafayette Place, which is located to the north of the project site along Lafayette Place and includes twelve (12) Spanish-Colonial Revival style bungalows, and 4114 Lafayette Place, which is located to the south of the project site across Braddock Drive and includes two (2) Spanish-Colonial Revival style duplex structures. There is one parcel separating the project site from the Lafayette Place Landmark District, and two parcels and a public street between the project site and 4011 Lafayette Place. GPA Consulting prepared a Historical Resource Technical Report and evaluated the possibility of any potential impacts from the proposed project to these historical resources, as well as possible eligibility of the project site as a historical resource, and analyzed if any mitigation methods are required per the California Environmental Quality Act (CEQA). The Report concludes that the subject property is not eligible for any historical resource designation, including at national, state, or local level. The report further concludes that the property does not contribute to a potential historic district. Per the report, demolition of existing onsite structures and construction of the proposed project would not result in a significant adverse impact to the historical resources, and no mitigation is recommended or required. Current Planning Division staff and the City's Cultural Affairs Coordinator (Christine Byers), have reviewed the report and accept its conclusions.

Traffic, Parking, and Circulation

The existing 60' wide public right-of-way, Lafayette Place, has been deemed by the Engineering Division of the Public Works Department to be of adequate width to serve the site and the proposed development. Any sidewalk along the project's frontage which is not in compliance with the American's with Disabilities Act (ADA) will be removed and replaced, as will the existing driveway aprons. Off-site work will also include replacing sidewalks and repaving the full width of the alley for the portion that abuts the property, as indicated in the recommended conditions of approval. The density of the overall development will not create any significant traffic impacts and is below the threshold requiring a traffic study or off-site improvements related to traffic.

In accordance with the Zoning Code requirements, each of the proposed units will be provided with the minimum required two (2) parking spaces, for a total of twelve (10) parking stalls, which will be provided in a tandem configuration in open shared garage. In addition, the CCMC requires one (1) on-site guest parking space for every four (4) dwellings; therefore, one (1) guest standard parking stall is required and provided, as well as an additional electrical vehicle (EV) guest space per California Building Code, for a total of twelve (12) off-street parking stalls within the proposed subterranean garage. Proposed vehicular access will be from the rear alley. The project will be required to provide a 4' dedication along the entire property line abutting the alley, widening the existing 12' alley to 16'. A new 10'-2" wide driveway approach with 5' wide sight triangle on either side is required along the alley for access to the subterranean garage. The proposed location and configuration of the driveway is the result of significant consultation with Current Planning Division staff in and the Mobility and Traffic Engineering Division. The proposed driveway slopes down into the property at 8% for the first 13', which deviates from the Zoning Code, then 18% for 8', 20% for 40', transitions back to 13% for 8', then 7% for 8', and then level with the parking area. The ramp does exceed maximum Zoning Code guidelines for driveway ramp design however, supplemental ramp diagrams have been provided with the preliminary development plans demonstrating the necessary safety sightlines and undercarriage clearances are provided, consistent with methodology used in the Federal Highway Design Manual.

The garage is designed to provide a minimum height clearance of 10'-1" at areas necessary for refuse access and service, per the requirements of the Environmental Programs and Operations (EPO) Division; and no less than 7' of overhead clearance at any other vehicular access area in conformance with the minimum Zoning Code required overhead height clearance. Back-up clearance of 27' is provided for two sets of tandem spaces (four spaces total) and 31'-11" for the rest of the parking stalls, in compliance with the minimum Code requirement and allowing a sufficient turning radius and circulation area to maneuver in and out of each parking stall and exit back onto the alley in a forward direction. Pedestrian access from the subterranean garage to the unit entry level is provided by two (2) stairways, including one (1) at the front of the building towards Lafayette Place and a second at the rear of the site towards Braddock Drive; the stairwells will be screened from the street by 3'-6" high site walls. Disabled access to/from the garage is provided by a wheelchair lift located at the easterly end of the accessible parking space or adjacent to the entry to the second most rear unit (identified as Unit D).

Pedestrian and disabled access from the public street to the unit entries are proposed via at-grade walkways along the street frontages: for the front unit, from Lafayette Place; for all units, including a secondary entry for the front unit, from Braddock Drive. All walkways will meet the minimum 4' wide access path required by the Zoning Code. All entries from Braddock Drive are recessed beyond the main building wall and setback, providing an 8'-0" setback.

The site is adequately serviced to provide adequate access for emergency vehicles and services. The configuration of the proposed onsite driveway and vehicle maneuvering area are designed in accordance with all applicable CCMC standards. Based on the above, the proposed project is in conformance with all applicable CCMC requirements relating to parking, circulation, and traffic.

The project incorporates four (4) electric vehicle (EV) charging stations, including one (1) for the guest parking within the subterranean parking garage. This meets the current Zoning Code requirements, which requires 10% charging stations, 10% EV ready, and 20% EV capable, plus one (1) guest charging station. In addition, ten (10) long-term bicycle parking spaces will be provided in a designated room within the subterranean parking garage, and two (2) short-term spaces at the ground level, in conformance with the conditions of approval for the project.

Construction Management

In order to minimize the potential for disruptions resulting from the construction related activities for the project, the applicant will be required to submit a final Construction Management Plan, Pedestrian Protection Plan, and Construction Traffic Management Plan. Per the Conditions of Approval, said plans will incorporate measures for noise reduction and dust control, and will specify detailed construction phases and timelines, construction and crew vehicle parking, on-site staging areas, pedestrian path of travel and coordination of construction deliveries.

A preliminary construction management plan has been prepared by the applicant, which indicates lane closures will be avoided by all possible means, but if necessary, the hours will be limited to 9 a.m. to 3 p.m. The applicant proposes to provide written notice to the City and neighbors at least 2 days prior to construction commencement and during major construction milestones including demolition, excavation, foundation, concrete pouring, and framing. Although the applicant proposes 2-day notice, the Current Planning Division will required as part of the Construction Management Plan noticing at least one-week prior to the commencement of activities. Flag persons with certified training will be provided for traffic control and safety. A temporary construction fence will be installed to ensure construction activities and materials do not encroach into the public right-of-way or abutting properties. In addition, the developer will ensure all construction and crew vehicles are parked within the project site or at designated off-site locations with applicable City approvals as a Condition of Approval. Various other construction management strategies will be incorporated into the Conditions of Approval to ensure safety and minimal disruption.

2. TENTATIVE TRACT MAP

The State Subdivision Map Act and CCMC Chapter 15.10 regulate the subdivision of land and require the submittal of a tentative map for subdivisions meeting certain criteria, including specific airspace subdivisions for condominium purposes. In addition, CCMC Section 17.210.020 (Table 2-4) requires a minimum lot area of 5,000 square feet or the average of residential lots within a 500-foot radius (whichever is greater) and allows condominium projects to be subdivided with smaller parcel sizes for ownership purposes, provided the overall development site complies with the minimum lot size requirements of the Zoning Code. Most of the lots in the area measure approximately 7,700 square feet. Parcels on this block are generally uniform due to the configuration of the street, except the outliers previously discussed. Further north of these properties are the Culver City Police Station and City Hall. Except for these anomalies, the subject site measures approximately 7,708 square feet consistent with the average of the parcel sizes on Lafayette Place; therefore, the overall site complies with this requirement and there will be no changes to the current overall lot area. One of the objectives of the tentative map process is to allow the City to review the proposed condominium subdivision to ensure all necessary improvements and requirements are provided. The Public Works Engineering Division has reviewed the tentative tract map (Attachment No. 5) for proposed the condominium subdivision and determined it to be compliant with all applicable State and local regulations as more specifically outlined in the recommended conditions of approval.

PUBLIC OUTREACH

As part of the review process, one community meeting was held for the project on October 8, 2019, at 7:00 pm at Linwood Howe Elementary Cafeteria (4100 Irving Pl, Culver City, CA 90232), during the Preliminary Project Review (PPR) phase. The applicant sent invitations two weeks before the meeting to property owners and occupants within a 500-foot radius and extended area from the site, inviting interested persons to learn about the development project, provide comments and feedback, as well as to share any concerns regarding the proposed Project.

Topics of discussion:

- Overview of project by architect
- Number of units and bedrooms
- Building size
- Price point for units
- Project parking and vehicular access
- Parking access from alley
- Schedule of construction
- Safety for children during school hours
- Tree preservation
- Privacy concerns about roof deck

Six members of the community were present. Most questions concerned the size of the new building, privacy, safety during construction, and traffic. Attending neighbors agreed that vehicular access from the alley was preferable for this site, while expressing concern that a new five-unit condo may congest the alley and surrounding streets. The following are some comments and concerns from the attendees:

- Braddock Drive is a very busy street, especially during morning hours
- Safety for children, as many children walk to school on Braddock Drive
- Five units are too dense for this neighborhood
- Privacy concerns due to roof deck open space's proximity to neighboring properties

The project team clarified that the proposed density is consistent with the Zoning Code and that maximizing the allowed density would be beneficial in facilitating the production of more housing that is needed in the City. The project team assured that the Construction Management Plan will be established to ensure safety and help minimize disruption during construction and to address concerns about construction traffic, street parking availability, and pedestrian safety. To address concerns regarding privacy resulting from roof deck open space, the project team agreed to provide planter buffers along sides of the building. Consistent with current City policy and the project Conditions of Approval, the Construction Management Plan must be approved prior to the issuance of a building permit. Neighbors expressed that the overall design of the building was satisfactory. Significant time has lapsed since the first public meeting in 2019 which may account for that lack of public comments received for this meeting.

After this first community meeting and as the project progressed, it was determined that there was no need for a second community meeting as neighbor comments and concerns did not lead to any significant changes to the project and revisions to the overall project were minimal.

Comments Received During Public Comment Period

As of the writing of this report, staff has not received any public comments in response to the public notification of the public hearing for this item.

CONCLUSION/SUMMARY

The proposed development will result in a project that provides additional housing near the City's largest concentration of RMD zoned properties, at a density consistent with the Zoning and General Plan Land Use designations. The building is articulated by mixing select variety of materials with different colors and textures, as well as breaking up and staggering the mass at various locations throughout all street-facing facades to create visual relief and be sensitive to other structures in the neighborhood, which are generally smaller in bulk. The parapet at roof level is a mix of solid material at slanting angles and metal openwork guardrails to minimize the appearance of mass while permanent planters buffer the perimeters of roof deck open space for adjacent property privacy. Front and side yard landscape will enhance the street view. In addition, the locations of windows and doors have been considered in order to ensure privacy with abutting properties. Based on the proposed preliminary development plans and recommended conditions of approval, staff considers the project to provide a layout, architectural design, and landscape consistent with applicable development standards and guidelines, with adequate public facilities, and consistent with the Culver City General Plan and the requirements of the Zoning Ordinance. Additionally, the Tentative Tract Map meets all requirements of the CCMC and the State Subdivision Map Act. Staff believes the findings for Administrative Site Plan Review, P2020-0056-ASPR, and Tentative Tract Map No. 83049, P2020-0056-TTM, can be made as outlined in Resolution No. 2020-P013 (Attachment No. 1).

ENVIRONMENTAL DETERMINATION

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, initial review of the project by staff established that there are no potentially significant adverse impacts on the environment and the proposed project has been determined to be a Class 32 Categorical Exemption as an "In-Fill Development Project" (Section 15332). As outlined herein, the project involves the construction of one (1) two-story structure containing five (5) attached residential dwelling units and the subdivision of the site into five (5) airspace condominiums, thereby establishing one (1) condominium residential unit on each airspace lot. Further, the proposed project is consistent with the General Plan Land Use Designation of Medium Density Multiple Family Residential and with the RMD Zone; located within Culver City surrounded by urban uses; has no value as a habitat for endangered, rare, or threatened species; will not have significant traffic impacts or peak hour vehicle trips exceeding fifty (50); as a multi-family use surrounded by a mix of multi-, single-, and two-family housing, ;will be within established noise thresholds for existing multi-family neighborhoods; will not impact water quality; and the project can be adequately served by utilities and public services.

ALTERNATIVE OPTIONS:

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

1. Approve the proposed project with the recommended conditions of approval if the applications are deemed to meet the required findings.
2. Approve the proposed project with additional and/or different conditions of approval, if deemed necessary to meet the required findings and mitigate any new project impacts identified at the meeting.
3. Disapprove the proposed project if the applications do not meet the required findings.

ATTACHMENTS

1. Draft Planning Commission Resolution No. 2020-P013 with Exhibit A: Conditions of Approval
2. Vicinity Map
3. Project Summary
4. Preliminary Development Plans dated August 20, 2020

5. Tentative Tract Map No. 83049
6. Community Meeting Summary
7. Historical Resources Technical Report dated July 2020

MOTION

That the Planning Commission:

Adopt a Class 32 CEQA Categorical Exemption and Approve an Administrative Site Plan Review and Recommend to the City Council Approval of Tentative Tract Map No. 83049, for a 5-Unit Condominium Complex, subject to the Conditions of Approval per the proposed Resolution.