



City of Culver City

Staff Report

File #: 18-0690, Version: 1

Item #: PH-2.

CC - PUBLIC HEARING: Introduction of an Ordinance Amending the Culver City Zoning Map, as Referenced in Title 17, Zoning, of the Culver City Municipal Code (CCMC), Section 17.200.015 - Zoning Map Adopted to Establish a Planned Development (PD) Zone (P2017-0042-ZCMA), Approving a General Plan Map Amendment (P2017-0042-GPMA), and Approving a Comprehensive Plan (P2017-0042-CP) to Allow the Construction of a 26,835 Square Foot Commercial Development, Including a Market Hall and Three-and-a-Half-level Parking Structure, at 12337-12423 Washington Boulevard in the Public Parking Facility (PPF) and Commercial General (CG) Zone).

Meeting Date: January 22, 2018

Contact Person/Dept: Gabriela Silva, Associate Planner
Michael Allen, Planning Manager

Phone Number: (310) 253-5736 / (310) 253-5727

Fiscal Impact: Yes No

General Fund: Yes No

Public Hearing:

Action Item:

Attachments:

Public Notification: (Mailed) Property owners and occupants within a 1,000-foot radius of the site (12/28/17); (Email) Master Notification List (01/17/18); (Posted) City website (12/29/17); (Published) in Culver City News (01/04/18)

Department Approval: Sol Blumenfeld, Community Development Director (01/16/18)

RECOMMENDATION

Staff recommends the City Council introduce an Ordinance approving General Plan Map Amendment (P2017-0042-GPMA), Zoning Code Map Amendment (P2017-0042-ZCMA), and Comprehensive Plan (P2017-0042-CP), subject to conditions of approval (Attachment No. 1).

PROCEDURE

1. The Mayor seeks a motion to receive and file the affidavit of publication and posting of the public hearing notice.
2. The Mayor calls on staff for a brief staff report and City Council poses questions to staff as

desired.

3. The Mayor seeks a motion to open the public hearing, providing the applicant the first opportunity to speak, followed by the general public.
4. The Mayor seeks a motion to close the public hearing after all testimony has been presented
5. The City Council discusses the matter and arrives at its decision.

BACKGROUND

Request

On March 2, 2017, an application was submitted by Culver Public Market, LLC for a Comprehensive Plan, General Plan Map Amendment, and Zoning Code Map Amendment to allow the construction of a new multi-story commercial development with associated parking located at 12337-12423 Washington Boulevard (Site A and Site B) in the Public Parking Facility and Commercial General Zones.

The Comprehensive Plan establishes specific development standards and requirements, for the project site. This includes a permitted land use table modified to foster artisanal food and specialty culinary retail uses and associated outdoor dining and alcoholic beverage sales as permitted uses. The Comprehensive Plan also includes requirements for code required on-site vehicular parking with forty-seven surplus spaces for general public parking to serve the immediate commercial neighborhood, minimizing the potential for spill-over parking unto nearby residential neighborhood streets. The Comprehensive Plan identifies the proposed Project as follows:

- Site A (1.27 acres): A one-story, 21,605 square foot commercial building, including an 11,483 square foot market/food hall with attached three-and-a-half-level public parking structure containing 184 stalls.
- Site B (0.54 acres): Two (2) one-story structures comprising 5,230 square feet of floor area for commercial/food retail development with a twenty (20) stall surface parking lot.

The Zoning Code Map Amendment changes the existing Zoning Map designation from Public Parking Facility (PPF) and Commercial General (CG) Zone to Planned Development (PD) Zone for Site A and Site B. The General Plan Map Amendment changes the existing General Plan Map designation for a portion of Site A from Institutional to General Corridor.

Site History and Existing Conditions

The project site is located on the northeast and northwest corner of Washington Boulevard and Centinela Avenue, east of Colonial Avenue and west of Grand View Boulevard, and comprised of the addresses and parcels as follows.

Table 1: Existing Project Site Composition					
	Addresses	APN's	Zone	General Plan	Site Area
Site A	12403 Washington Blvd	4231-002-901	Commercial General (CG)	General Corridor	Total ±53,021 sq. ft.
	12413 Washington Blvd	4231-002-902			
	12421 Washington Blvd	4231-002-903			
	12423 Washington Blvd	4231-002-904			
	4061 Centinela Ave	4231-002-907	Public Parking Facility (PPF)	Institutional	
	4063 Centinela Ave	4231-002-909			
	No Address	4231-002-906			
No Address	4231-002-905	Public Parking Facility (PPF)	Institutional		
4064 Colonial Ave	4231-002-900				
No address	4231-002-908				
Site A	Alley (to be vacated)	N/A	--	--	± 4,719 sq. ft.
Site B	12337 Washington Blvd	4232-009-900	Commercial General (CG)	General Corridor	Total ±23,487 sq. ft.
	12343 Washington Blvd	4232-009-901			

The City and the former Redevelopment Agency have been involved with the evolution of the Project since at least 2005, when the City began purchasing and assembling parcels that now comprise the Project site, which was followed by remediation and demolition activities by the City to prepare the site for future development. Multiple concepts were considered throughout the years, with the City continuously seeking community input to refine the Project. The Project vision of creating a market/food hall is consistent with current revitalization in the surrounding commercial area and nationwide trends toward locally sourced and prepared artisanal foods.

Due to various factors, including changes in the economic climate and the dissolution of redevelopment agencies by the State, the properties have been largely vacant for approximately ten (10) years. Currently the Project Site is unimproved with perimeter security fencing, above-ground utilities, and minimal sporadic vegetation. Throughout the years, the subject site has been used for numerous temporary/seasonal events. Development surrounding the site along the Washington Boulevard corridor includes single- and multi-story commercial development, with uses such as restaurants, fitness and dance studios, a fueling station, and office; and multi-family housing east of the site along Washington Boulevard. In the areas immediately abutting the site north of Washington Boulevard, development is primarily comprised of single- and multi-story single- and multi-family dwellings; there is also a multi-tenant shopping center further north along Centinela Avenue.

The Zoning Map designation for Site A is Commercial General (CG) for the portion along Washington Boulevard and Public Parking Facility (PPF) for the remaining portion to the north, while Site B is fully CG. Zoning for properties surrounding Site A include Residential Single Family (R1) and Residential Medium Density Multiple Family (RMD) to the north; CG to the south across Washington Boulevard; CG, R1 and Commercial Community (CC) to the east across Centinela Avenue; and CG and R1, to the west across Colonial Avenue. Site B is surrounded by the R1 Zone to the north, R1 and CG to the east, and the CG Zone to the south, and west.

Planning Commission Public Hearing and Recommendation

On October 25, 2017, the Planning Commission adopted Resolution No. 2017-P016 (Attachment No. 2) recommending to the City Council approval of Comprehensive Plan P2017-0042-CP, General Plan

Map Amendment P2017-0042-GPMA, and Zoning Code Map Amendment P2017-0042-ZCMA; approving Tentative Parcel Map P2017-0042-TPM; and adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (in order to take action on the Tentative Parcel Map), for proposed Planned Development District No. 15 consisting of the Project described above. During the public hearing, the Planning Commission considered the staff report, comments from the public, and requests from the Applicant. City staff provided an overview of the Project, including the City's extensive involvement in site acquisition and remediation and overall vision for the site.

The Applicant presented the goals of the proposed Project, to create a unique destination, a market/food hall in the West Washington neighborhood of Culver City, which would focus on artisanal culinary uses, and would complement the emerging food and restaurant district in the area. During the public hearing, the Applicant requested consideration of changes to aspects of the Comprehensive Plan as was presented, as well as to some of the Conditions of Approval, as outlined below:

1. *Request to Modify the Land Use Table*

The permitted land use table within the Comprehensive Plan includes only specific uses consistent with a market/food hall, such as food retail, restaurants, and outdoor dining. The Applicant expressed a desire to allow additional types of unrelated retail uses such as clothing, electronics, as well as fitness studios. The Planning Commission and staff expressed concern that if retail and general commercial uses unrelated to food uses were allowed, it would diminish the City's objective of a market/food hall use serving the local area. The Commission was concerned that by expanding the allowable uses the Project would be a typical commercial shopping center rather than a recognized artisanal food destination. Therefore, the Planning Commission approved the allowable land uses table as presented in the Comprehensive Plan document and recommended by staff.

2. *Request to Modify the Allowed Hours of Operation (COA No. 138)*

The recommended conditions of approval specified the hours of operation and limited these to 6:00 a.m. to 1:00 a.m. The Applicant requested to expand the hours to commence an hour earlier and end an hour later (i.e. from 5:00 a.m. to 2:00 a.m.). The Applicant explained that not all uses would operate the full hours and that the request was only to allow flexibility for the wide range of operation types. For example a coffee shop or bakery that wanted to have early and daytime hours could open as early as 5:00 a.m., while a restaurant or bar could have evening and late night hours and close by 2:00 a.m. In this regard, the Planning Commission was concerned that expanding the hours of operation beyond the hours of 6:00 a.m. to 1:00 a.m. could have potential negative impacts on the surrounding residential neighborhoods and decided that the hours of operation would remain as presented by staff.

3. *Request to Remove Certain Conditions of Approval*

Parking Structure Building Façade (COA No. 09): Staff has continuously maintained with the Applicant that the parking structure must be designed and screened (preferably with landscaping) to minimize its appearance. A condition of approval was included as part of the Project, that landscaping and screening must be provided on all open façades of the

parking structure. The Applicant requested that this condition be removed and that the open portions of the parking structure be left unscreened as a cost savings.

During the public hearing several members of the public complained that the parking structure should be designed to be less prominent. The Planning Commission concluded that the condition would not be eliminated, but modified to require the Applicant to present a revised parking structure screening design to Planning Commission for a Conformance Review. The revised condition of approval requires that the developer provide screening along all parking structure elevations in order to soften the garage façade and minimize glare and views to the surrounding streets.

Since the hearing, the Applicant has provided revised elevations and renderings (Attachment No. 7) that illustrate the intended proposal to be presented to the Planning Commission for the Conformance Review. These drawings include perforated metal panels at all parking structure openings on the south, east, and west elevations illustrated on Sheet 4 and Sheet 5 of the updated renderings.

Biological Resources, and Archeological, Paleontological, and Tribal Resources (COA No. 98): The Applicant requested the condition related to biological, archeological, paleontological, and tribal resources be eliminated. The Applicant expressed that the conditions seemed more extensive than might be considered necessary for the project. Staff explained that the related conditions are a result of the environmental analysis of the Project and comply with State and Federal regulations. The Planning Commission agreed that these conditions could not be removed.

Automated Traffic Surveillance and Control (COA No. 16): The Applicant also requested that the Planning Commission remove a recommended condition of approval that would require the developer to contribute to Automated Traffic Surveillance and Control (ATSAC) and Active Transportation funding. The Applicant explained that this was requested because the amount of the contribution was not specified and could have crucial implications with regard to the Project budget. Staff explained that the condition was derived through the Public Works Department and that the amount would be determined by the staff of that department. As a result, the Planning Commission directed staff to obtain clarification on the ATSAC funding contribution, in collaboration with the Public Works Department, and adjust conditions of approval accordingly.

Since the hearing, staff has researched the matter of the ATSAC contribution with Public Works staff. The research indicated that the ATSAC funding was a voluntary contribution and since the project does not result in any significant impacts to intersections in Culver City there is no requirement for traffic mitigation. The ATSAC project in Culver City is currently fully funded and presently under construction so no additional funding for ATSAC is currently required. In addition, the project condition still requires the project to cooperate with bike share and institute a TDM program, both of which will address active transportation. As a result the requirement to provide an ATSAC contribution has been removed from Condition No. 16.

4. Conditions of Approval that were Modified or Added

- a. *Colonial Avenue Traffic Calming Options (COA No. 31)*: During the public outreach process, the community abutting the Project site expressed a desire to block through traffic on Colonial Avenue where it intersects with the existing alley north of Washington Boulevard. Although the Traffic Study (Attachment No. 5) specified there were no expected impacts to Colonial Avenue and that restricted access would not be necessary, three (3) different options were created within the traffic study to address this community concern. In light of community concerns expressed during the public hearing, the Planning Commission approved the condition noted as Option 1 which would fully restrict northbound vehicular through access by placing a median in the easterly parking and driving lane north of the project parking structure garage entry.
- b. *Bicycle Parking (COA No. 44)*: The Planning Commission identified that the Project would benefit from additional bicycle parking, since the community has become more inclined to use bicycles and because the ratio of vehicle parking to bicycle parking was disproportionate. The Planning Commission, therefore, modified the condition of approval doubling both the short-term and long-term bicycle parking. The additional bicycle parking will be provided along Washington Boulevard and within the parking structure for Site A and parking lot area for Site B.
- c. *Project Building Façade (COA No. 10 & 11)*: There was much discussion and deliberation on the façades of the Site A building. Specifically, regarding whether there was sufficient articulation and whether it provided a pedestrian oriented design. Members of the public also commented on this matter, indicating that the side elevations in particular lacked features that allowed visibility into the building, which diminished how pedestrian-friendly those streets would feel for the community. The Planning Commission also commented that the building could be improved so as to be better articulated and attractive, and that minor enhancements to improve this would also aid in reducing the visual prominence of the parking structure. As a result, the Planning Commission added two conditions of approval. The first requires the developer to enhance the Site A building façade with art, murals, and articulation. Murals incorporated as part of this requirement will be subject to review by the City's Cultural Affairs Coordinator. The second condition requires that the developer enhance the Site A building façade by incorporating additional glazing and larger windows on the Colonial Avenue and Centinela Avenue.

The revised elevations and renderings show two (2) segments of additional windows along Colonial Avenue (west elevation) near the southerly corner of the building (shown on Sheet 4 of the updated renderings), one (1) additional segment of windows along the portion of the west elevation that faces the outdoor dining plaza (shown on Sheet 2), and two segments of additional windows along Centinela Avenue (east elevation) near the southerly end (shown on Sheet 3, 5, and 6).

- d. *Employee Parking (COA No. 15)*: Related to the community's concerns of how the Project might affect traffic and parking in the surrounding residential neighborhoods, the Commission discussed the operation of the parking structure specifically related to employee parking and the potential for employee parking spillover into surrounding

residential neighborhoods. The Planning Commission added a condition of approval instructing the Applicant to work with Planning Division staff to determine the employee parking demand and identify options for addressing it on the Project site. One option discussed with the applicant was to address employee parking issues in the Parking Agreement between the City and the Applicant

- e. *Outdoor Dining/Seating (COA No. 12 & 20)*: There was also discussion on ensuring the outdoor seating/dining areas would be outfitted with high quality furniture that provided flexibility and reflected the unique vision for the site for artisanal dining. A condition of approval was added to require the developer to provide a retractable cover/awning over the second floor outdoor dining deck and to work with staff on the selection of outdoor dining furniture.

A new trellis-style structure has been added at the second story outdoor dining deck. The structure is designed in a dark brown metal frame to match the trellis structures at the ground floor outdoor dining plaza. This feature is shown in the upper-right side of the rendering illustrated in Sheet 0, 1, and 2 of the revised renderings.

ANALYSIS

Zoning Code Map Amendment and General Plan Map Amendment

The proposed General Plan Map Amendment and Zoning Code Map Amendment creates the Planned Development (PD-15) Zone necessary to implement the proposed Comprehensive Plan. As proposed, the Zone will change to Planned Development (PD) for both sites, and the General Plan Land Use designation will change to General Corridor for a portion of Site A, consistent with the existing designation for all other portions of the Project site.

Comprehensive Plan

Allowed Land Uses

The Comprehensive Plan provides development standards, establishes required parking, and sets the allowable land uses for the site. The land use table includes those uses that will advance the vision of the Project as an artisanal center, including food retail and restaurants. Through the allowed land use table, the Comprehensive Plan facilitates the provision of outdoor dining/seating, outdoor sales/display, and alcoholic beverage sales that are complementary and ancillary to the market hall and specific food vendors. As proposed, these uses are permitted without an additional use permit. Similarly, a limited number of bars (i.e. establishments serving alcoholic beverages for on-site consumption without full food service) are allowed without a separate use permit.

Outdoor Dining

Outdoor dining is proposed to include common outdoor dining/seating areas, available to all tenants and patrons of the Project, and “additional” areas that may be dedicated to a specific tenant. Site A includes 3,585 square feet (1,169 common, 2,416 “additional”) of outdoor dining/seating located along the entire frontage of the building along Washington Boulevard. These open space areas are bounded by decorative landscape planters (concrete and corten steel) and railings; a decorative

shade structure is located over the primary outdoor open space seating area. A 1,075 square foot common outdoor dining terrace is located on the second floor, which also includes an awning-style feature to shelter the space during inclement weather as describe above. Site B contains a total of 786 square feet of common outdoor dining/seating area dispersed between the two (2) buildings and along both street frontages.

Architectural Design

The structures on Site A and Site B are designed to match and complement each other in order to create visual cohesion throughout the Project Site spanning across the street. The design incorporates elements of current modern architecture while drawing on elements commonly associated with traditional market halls. The shape of the buildings are characterized by straight lines, and incorporate flat roofs with parapets of varying heights, as well as sloped roofs and sloped parapets to create a sense of asymmetry. The primary materials are standing seam metal panels and high pressure laminate panels, but also include various metals, plaster, painted and exposed concrete, and stacked concrete masonry blocks; corten steel is used at select landscape planters.

The structure on Site A includes a one-story, 25'-2" in height, commercial floor area fronting on Washington Boulevard, the L-shaped footprint provides a deep southerly setback along the westerly segment allowing for a large outdoor open space dining area. This building includes the three-and-a-half-level parking structure attached to the rear and rising above and over the commercial tenant area, revealing two (2) to three (3) levels of the parking structure which increase in height as they move towards the northeast corner of the site. The two (2) structures on Site B are single-story reaching a maximum height of 28'-3", thereby maintaining a low-scale, with little bulk or mass. These buildings are located at distinct angles, with the easterly building located parallel to the Washington Boulevard street frontage and the westerly building parallel with Centinela Avenue, creating an articulated appearance.

Parking

The Project is provided with off-street parking in accordance with the table below. This table shows that the Project is required to provide parking at the rate required for shopping centers less than five (5) acres, which is a use identified as a mix of commercial uses that are primarily retail stores, but may also include personal service uses, eating and drinking establishments, or other uses with higher parking requirements, where the businesses share common pedestrian and parking areas. This land use category is required to provide off-street parking at a rate of one (1) stall per 250 square feet of gross floor area, with an allowance for up to 25% restaurant, with any additional restaurant space to be parked at a rate equal to the type of restaurant (e.g. one (1) per 100 square feet for table service restaurants). This rate was determined to be the most adequate for the Project since "market halls" or "food halls" are not listed in the required off-street parking table of the Zoning Code. Outdoor dining is required to be parked at a rate consistent with the use(s) it serves for any area exceeding 250 square feet. A significant portion (i.e. 3,030 square feet, including the second level dining terrace) of the outdoor dining/seating is for common use by all the tenants, and, therefore, does not increase the capacity of any one (1) tenant/use, consequently the common outdoor dining areas are not included in the required off-street parking calculation. Since this area exceeds 250 square feet, all "additional" outdoor dining/seating (i.e. 2,416 square feet) is required to be parked at the shopping center rate. As shown in the table, a total of 194 parking stalls are

required and 204 are provided, with 184 provided in the proposed parking structure and 20 stalls provided in the surface parking lot on Site B. The ground level of the parking structure will house the refuse storage areas and a fully enclosed loading facility for Site A.

Table 2: Project Parking Analysis				
Land Use	Area/Sq. Ft.	Parking Ratio*	Parking Required	Parking Provided
Artisanal Food Retail/Market Hall	15,221	1:250	61	61
Restaurant (up to 25%)	6700	1:250	27	27
Restaurant (over 25%)	4,914	1:100	49	49
Outdoor Dining**	2,416	1:250	10	10
City/Public Parking	--	--	47	47
Surplus Parking	--	--	--	10
Subtotal Site A	--	--	--	184
Subtotal Site B	--	--	--	20
Total			194	204

The parking structure will be owned by the City and parking operations, including pay rates will be similar to those implemented at the City-owned parking structures in downtown Culver City.

Traffic and Circulation

Vehicular access to the Project is provided from multiple streets. Site A is designed to provide one-way circulation for the loading facility with trucks entering through a 25-foot wide driveway and a rollup door on Colonial Avenue, and exiting through a 15-foot wide driveway/roll-up door on Centinela Avenue. Access to the parking structure is designed to be provided by twenty-five (25) foot wide two-way ramps from Colonial Avenue as well as Centinela Avenue, which lead directly to the second level of the parking structure where the first level of parking stalls are located. The driveway/access ramp on Centinela Avenue will be designed to allow left- and right-turns to and from the public right-of-way; however, the driveway/access ramp on Colonial Avenue will be designed to only allow right-turns in and left-turns out only. This design along with additional street improvements discussed below will serve to prohibit through access to the residential neighborhood to the north from the segment of Colonial Avenue abutting the Project. Vehicular access to Site B will occur by means of a two-way, twenty-five (25) foot wide, access driveway on Centinela Avenue and another at the existing public alley along the easterly edge of the site, providing right-turn in and right-turn out access only.

A Traffic Study was prepared for the proposed Project by Raju Associates, Inc., dated January 2017 (Attachment No. 5). Due to the unique nature of the uses proposed for the Project, the study was conducted based on approximately 15,526 square feet of specialty retail use, 14,680 square feet of quality restaurant use and 5,210 square feet of high-turnover restaurant use, totaling 35,416 square feet, which exceeds the actual floor area (26,835 square feet) proposed by the Project, and results in a conservative assessment of the potential traffic impacts. The traffic study was reviewed and accepted by the City’s Traffic Engineer. The report analyzed existing and future (year 2019) traffic

conditions, with and without the proposed Project, with focus on nineteen (19) intersections in the vicinity of the project site, of which twelve (12) are located in the Culver City and seven (7) in the City of Los Angeles. For future conditions, the study considered fifty-two (52) related projects located in the general vicinity. In addition, as part of the study, a street segment and residential street segment analysis, and Congestion Management Program (CMP) analysis were also prepared. Access and circulation at the proposed driveways to the parking area for the Project were also evaluated, as was the mass transit system and bicycle facilities. Based on the traffic study, a net total of 1,802 daily trips, including 58 a.m. peak hour trips and 137 p.m. peak hour trips, are projected to be generated by the proposed Project. The results showed that under the “Cumulative (Future Year 2019) plus Project” conditions, which considers the Project and fifty-two (52) related projects within the study area, 14 of the 19 study intersections would have a morning peak hour Level of Service (LOS) of D or better, while 9 of the intersections were projected to operate at LOS D or better in the evening peak hour. Further, less than 50 trips would be added to the nearest CMP arterial monitoring locations, and less than 150 to the nearest mainline freeway monitoring locations. In short, the study concluded that the proposed Project would not create any significant impacts and no mitigation measures would be required.

The existing 100 and 90 foot wide public right-of-ways, Washington Boulevard and Centinela Avenue, respectively, have been deemed by the Engineering Division of the Public Works Department to be of adequate width to serve the site and the proposed development. Specific segments of Washington Boulevard, Centinela Avenue, and Colonial Avenue are required to be repaved, as well as portions of the existing and proposed public alley at Site A, as specified in the proposed conditions of approval. The gutter, curb, and sidewalk along the Project’s various street frontages are required to be removed and replaced in compliance with applicable standards. This will serve to remove existing obsolete driveway aprons, including three (3) on Centinela Avenue for Site A and two (2) on Washington Boulevard, and two (2) on Centinela Avenue for Site B, and implement the new access driveways described above. Street improvements will also include providing red curb along Colonial Avenue for Site A and Washington Boulevard for Site B. Implementation of the Project and associated off-site improvements will result in the loss of approximately six (6) on-street parking spaces, which will be absorbed by the 47 stall surplus provided within the Project parking structure.

Although the Project will not result in any significant traffic and circulation impacts, minor changes to lane striping and vehicular circulation will be implemented to improve the circulation conditions on the surrounding streets and protect sensitive residential streets abutting the Project. For example, restriping Washington Boulevard to create a two-way left-turn lane between Colonial Avenue and Chase Avenue, striping on Centinela Avenue from the Project’s main driveway to Washington Boulevard, and striping to create a left-turn pocket from Centinela Avenue to access the Site A driveway. In addition, the modified recommended Conditions of Approval will require that the developer provide the street improvements necessary to restrict northbound access to Colonial Avenue from just north of the Project driveway, which may include curbing, planters, signage, etc., to the satisfaction of the City. These improvements would be aimed to protect the residential street from experiencing any potential parking or traffic intrusion as a result of the Project, although this is not anticipated to occur.

As described in item 4a of the Planning Commission recommendations discussion above, the Traffic

Study identified three design (3) options (Figure 13 of the Traffic Study), which were also presented during community meetings. Option 1 would include a 15-foot wide median extending from the easterly curb to the centerline of Colonial Avenue, allowing a 14-foot wide southbound lane along the west side of the right-of-way, and includes the angled driveway design previously described; this option would result in a loss of street parking (2 spaces). Option 2 provides two (2) 8-foot wide mountable curbs on both sides of the street, allowing a 14-foot wide southbound lane along the center of the right-of-way, and would also include the angled driveway design. Option 3 continues to allow through-traffic in both directions, and only includes the implementation of the driveway apron as described above, which would restrict right-turns out of the Project and left-turns into the Project.

The Project requires an “after” traffic study to determine the amount of traffic in specified locations. Further, the recommended conditions of approval specify that should the required “after” traffic study identify a parking impact in the surrounding residential neighborhood (e.g. within the “triangle neighborhood” (Colonial Avenue, Wasatch Avenue, and Boise Avenue, between Washington Place and Washington Boulevard) which within Parking District 12), the applicant shall work with the Public Works Department to determine whether more restrictive on-street parking requirements can be established, or if additional streets must be included in the parking district, and shall provide funding to pay for two (2) parking permits per dwelling unit in said parking district for one (1) year as required.

Sustainability and Mobility

The Project incorporates a number of sustainability and mobility features including energy efficient lighting, drought tolerant landscaping, storm water collection, filtration and discharge systems, implementation of low impact development (LID) requirements, cool roof energy conservation systems, electric vehicle charging infrastructure for a combined total of thirteen (13) parking stalls, bicycle parking, participation in the City’s bike share program, employee transit pass program, improvements to surrounding public transit stops, as well as various streetscape improvements to improve the pedestrian-oriented environment. The building design will include measures resulting in a LEED equivalent building rating.

The Project location is near existing transit stops for multiple operators, and near bicycle friendly streets. In order to capitalize on this existing infrastructure and be consistent with the City’s goals of promoting alternative transit and mobility, the Project will also include a number of mobility features as summarized below.

- **Bicycle parking:** The Project exceeds the City’s Bicycle and Pedestrian Master Plan requirements by providing a total of twelve (12) long term bicycle parking stalls (8 at Site A, 4 at Site B) and twenty (20) short term stalls (16 at Site A, 4 at Site B) on-site, as modified by the Planning Commission; long-term bike stalls will be provided in bike lockers and short-term bike stalls will be provided on racks.
- **Bike Share Program:** The Project will participate in the City’s future bike share program
- **Transit Passes:** The Project will provide Metro Tap cards to encourage and promote use of public transportation, including nearby bus lines. For each new commercial lease on this property, the applicant will require those lessees to provide Metro’s Business Transit Access Pass (B-Tap) cards for a minimum of 50% of the employees for one year following lease up.
- **Ride Share Parking:** The Project provides a designated short term parking space for ride-hailing automobiles (i.e. Uber or Lyft) on Site B, and will request permission from the Public

Works Department to establish such a passenger loading area along the Washington Boulevard frontage of Site A.

- Streetscape improvements to create an attractive, pedestrian friendly environment.
- Bus Stops: The Project will remove existing bus stops and relocate them to appropriate locations; the new bus stop facilities will meet the City's Transportation Department requirements, including the incorporation of digital signage that displays local rail and bus schedules.
- Transportation Demand Management (TDM): The Project will incorporate TDM measures, such as area commuter van pooling and car sharing.

Summary

The Project design and layout, including landscaping, open space, lighting, and outdoor seating areas, are consistent with Zoning Code standards and applicable required findings. As maintained throughout the process, the Site A building façade can be improved to be more compatible with the desired aesthetic for the neighborhood, by providing a form of landscaping and screening of the parking structure openings and the Project is required to return to the Planning Commission for a Conformance Review as indicated in the recommended condition of approval referenced above. Off-street parking, loading, and vehicular circulation has been provided in compliance with applicable requirements; the Project traffic study identified there will be no significant impacts related to traffic and circulation. Additional studies, such as noise, shade/shadow, photometric, air quality, and greenhouse gas, were completed and applicable mitigation measures were incorporated.

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 would not result in significant impacts on the environment provided certain mitigation measures are required and a Mitigated Negative Declaration (MND) was prepared as the required CEQA clearance documentation for the Project. The MND (Attachment No. 2) determined that the Project will require mitigation measures to reduce "potentially significant" impacts on the environment to a less than significant level. The mitigation measures address items related to biological resources, geology/soils, hazards and hazardous materials, noise, and public services. The MND was adopted by the Planning Commission on October 25, 2017 (in order to take action on the Tentative Parcel Map), which determined that the Project will not have a significant adverse impact on the environment. Pursuant to Section 15162 of CEQA, General Plan Map Amendment P2017-0042-GPMA, Zoning Code Map Amendment P2017-0042-ZCMA, and Comprehensive Plan P2017-0042-CP is within the scope of the adopted MND, the circumstances under which the MND was prepared have not significantly changed, and no new significant information has been found that would impact the MND. Therefore, no additional environmental analysis is required.

CONCLUSION

The proposed Project will enhance the West Washington area which has been emerging as a hub for unique restaurants and specialty culinary businesses. The proposed building has been designed with setbacks and varying building materials to break up bulk and mass and incorporates a site design that is pedestrian friendly and activates the Washington Boulevard street frontage. The Project will incorporate mobility and sustainability features that complement the City's environmental goals. The Project is fully parked, including surplus parking to address existing demand from surrounding businesses, and provides adequate access and circulation. Based on the suggested plan modifications, the Comprehensive Plan (Attachment No. 6), and the recommended conditions of approval, the Project is compatible with the surrounding neighborhood, and consistent with the Culver City General Plan and the requirements of the Zoning Code. Staff believes the findings for Comprehensive Plan, P2017-0042-CP, General Plan Map Amendment, P2017-0042-GPMA, and Zoning Code Map Amendment, P2017-0042-ZCMA, can be made as outlined in the proposed Ordinance (Attachment No. 1).

FISCAL ANALYSIS

The Successor Agency and former Redevelopment Agency have spent over twelve years acquiring, assembling, clearing and cleaning the formerly blighted site at Washington Boulevard and Centinela Avenue in order to prepare it for development of the proposed Project. The cost for the property acquisition alone totals \$9,653,697, in addition to which the former Redevelopment Agency funded environmental studies, demolition of existing improvements, and cleaning and clearing of the parcels. Continuing costs since acquisition include landscape maintenance, security fencing and property inspections, as well as thousands of hours of staff time spent in the property acquisition and preparation, developer negotiations, project design and public outreach.

In addition to assembling and preparing the property, the Successor Agency will contribute \$6.6M toward the construction of the Public Parking Garage component of the Project which, in addition to providing the full complement of Code-required parking for the Project, will provide at least 47 additional public parking spaces in this under-parked commercial neighborhood.

Upon completion, the Project will generate annual property tax revenues estimated to total \$173,843, annual sales tax revenues for distribution to the County, the State and the City estimated to total \$1,143,939, and generate approximately 321 new jobs. The total public revenues projected to be received in net present value dollars over the life of the Project are estimated to total \$22,551,859

ATTACHMENTS

1. Proposed Ordinance (including Exhibit A - Conditions of Approval and Exhibit B - Proposed Zoning Map and General Plan Map Amendments)
2. Planning Commission Resolution No. 2017-P016 (without attachments)
3. Planning Commission Staff Report, October 25, 2017 (without attachments)
4. Initial Study/Mitigated Negative Declaration (IS/MND), dated October 4, 2017
5. A. Traffic Study for the Market Hall Project, June 2017 (Raju Associates, Inc)
5. B. Preliminary Development Plans Market Hall
6. Comprehensive Plan

7. Draft Updated Elevations and Renderings
8. Planning Commission Minutes, October 25, 2017

RECOMMENDED MOTION(S)

That the City Council:

Introduce an Ordinance approving Zoning Code Map Amendment P2017-0042-ZCMA, General Plan Map Amendment P2017-0042-GPMA, and Comprehensive Plan P2017-0042-CP, subject to the Conditions of Approval.