



City of Culver City

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Staff Report Details (With Text)

File #: 21-508 **Version:** 1 **Name:** 3727 Robertson Blvd Mixed Use Project
Type: Public Hearing **Status:** Public Hearing
File created: 11/23/2020 **In control:** PLANNING COMMISSION
On agenda: 12/9/2020 **Final action:** 12/9/2020
Title: PC - Consideration of a Site Plan Review (P2019-0291-SPR), Density and Other Bonus Incentives (P2019-0291-DOBI), Zoning Code Map Amendment (P2019-0291-ZCMA), Administrative Use Permit (P2019-0291-AUP) and Administrative Modification (P2019-0291-AM) for the Construction of a 5-Story Mixed-Use Development, consisting of 12 Dwelling Units, 6,820 Square Feet of Commercial Space, and Subterranean Parking at 3727 Robertson Boulevard (Project).

Sponsors:

Indexes:

Code sections:

Attachments: 1. 20-12-09_ATT No 1_Draft PC Reso with Ex A and B.pdf, 2. 20-12-09_ATT No 2_Vicinity Map.pdf, 3. 20-12-09_ATT No 3 Project Summary Form.pdf, 4. 20-12-09_ATT No 4_Preliminary Development Plans.pdf, 5. 20-12-09_ATT No 5_Class 32 Exemption Report.pdf, 6. 20-12-09_ATT No 6_Ramp Diagrams.pdf, 7. 20-12-09_ATT No 7_Prelim Construction Management Plan.pdf

Date	Ver.	Action By	Action	Result
12/9/2020	1	PLANNING COMMISSION		
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PC - Consideration of a Site Plan Review (P2019-0291-SPR), Density and Other Bonus Incentives (P2019-0291-DOBI), Zoning Code Map Amendment (P2019-0291-ZCMA), Administrative Use Permit (P2019-0291-AUP) and Administrative Modification (P2019-0291-AM) for the Construction of a 5-Story Mixed-Use Development, consisting of 12 Dwelling Units, 6,820 Square Feet of Commercial Space, and Subterranean Parking at 3727 Robertson Boulevard (Project).

Meeting Date: December 9, 2020

Contact Person/Dept: Sol Blumenfeld, Community Development Director
Michael Allen, Current Planning Manager;
Gabriela Silva, Associate Planner

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

Fiscal Impact: Yes ☐ No ☒

General Fund: Yes ☐ No ☒

Public Hearing: ☒

Action Item: ☐

Attachments: ☒

City Council Action Required: Yes ☒ No ☐

Date: TBD

Public Notification: (Mailed) Property owners and occupants within a 1,000-foot radius and extended (11/18/2020); (Email) Master Notification List (11/19/2020), Meetings and Agendas - Planning Commission (12/04/2020); (Posted) City website (11/19/2020), Onsite Sign (11/17/2020); (Published) in Culver City News (11/19/2020).

Department Approval: Sol Blumenfeld, Community Development Director (12/03/2020)

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, 2) Approve Site Plan Review, P2019-0291-SPR), Administrative Use Permit (P2019-0291-AUP), and Administrative Modification (P2019-0291-AM) and 3) Recommend to the City Council approval of a Density and Other Bonus Incentives (P2019-0291-DOBI) and Zoning Code Map Amendment (P2019-0291-ZCMA), subject to the Conditions of Approval as stated in Resolution No. 2020-P016 (Attachment No. 1).

PROCEDURES

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

BACKGROUND

Site and Project History

Several years ago, the former Culver City Redevelopment Agency (RDA) considered methods to increase the supply of affordable housing by repurposing RDA surface parking lots to develop affordable housing and increase the overall housing supply in the City. The Project grew out of this concept to promote land assembly of underutilized property with RDA property and to encourage the development of housing near transit. Following the wind down of redevelopment, the small RDA-owned remnant parcel located at 3725 Robertson Boulevard was recommended for assembly with the adjacent parcel (3727 Robertson Boulevard) when the remnant property was transferred to the City.

The Project includes this City-owned remnant and is subject to the terms of a Disposition and Development Agreement ("Agreement") entered by and between the City of Culver City and 3727 ROBERTSON, LLC, the developer (Developer). The Agreement requires that the developer develop the Project and maintain public parking spaces for a specified term. Specifically, the Project must include three (3) at-grade public parking spaces and one (1) car-share space to be maintained for a 25-year period, consistent with the requirements of the former Culver City Redevelopment Agency Long-Range Property Management Plan. Additionally, although not part of Planning Commission consideration, due to its location adjacent to the Expo station, the Project is proposed with no residential parking subject to City Council approval by Resolution. This is the first project considered under CCMC 17.400.065 - Mixed Use Development Standards, which authorizes waiving parking requirements, in whole or in part, when appropriate findings can be made by resolution.

As further described, the Project will also include certain subsurface and airspace encroachments to offset a required ten (10) foot street dedication along Robertson Boulevard authorized by City Council approved

Development Agreement and encroachment permit. The encroachments will offset the land lost due to street dedication to make the project feasible to develop on the relatively small land parcel.

Project Site/Existing Conditions

As noted above, the Project site (Site) is located at 3727 Robertson Boulevard, on the west side of Robertson Boulevard, south of Venice Boulevard and north of Washington Boulevard (see Vicinity Map, Attachment No. 2). The Site comprised of two (2) parcels, is flat in topography and rectangular in shape, measuring $\pm 6,820$ square feet. One (1) parcel (3727 Robertson Boulevard) is owned by the applicant/developer, while the second (northerly abutting) is currently owned by the City.

The site is improved with one (1) single-story non-residential structure, surface parking, and site improvements including landscape and hardscape; the City-owned parcel is fully paved and is used to provide three (3) tandem public parking spaces. Vehicular access to the existing parcels is provided by an existing driveway on Robertson Boulevard and a public alleyway at the rear of the site which connects with Hoke Avenue to the north and curves back to Robertson Boulevard to the south. The existing streetscape along the subject frontage consists of a seven (7) foot wide sidewalk, that narrows at the segment where an existing mature street tree is located.

The Land Use Element of the City's General Plan designates this site and surrounding properties along Robertson Boulevard as General Corridor, which is inconsistent with the site's and surrounding area's zoning designation of Industrial General (IG). The Project Site is representative of the prevailing conditions in the surrounding neighborhood. Properties to the north, south, east, and west are also flat, rectangular in shape, and similar in size.

The surrounding zoning and land uses are as listed below.

- North: Industrial General (IG) Zone (one-story business service, retail, and general commercial)
- South: Industrial General (IG) Zone (one-story pet hotel and business service uses)
- East: Industrial General (IG) Zone (multi-story office park, across Robertson Boulevard)
- West: Industrial General (IG) Zone (one-story office, media production, and light industrial uses, across public alley)

Request

On November 1, 2019, an application was submitted by 3727 Robertson LLC (the Applicant/the Property Owner) for a Site Plan Review (SPR), Density and Other Bonus Incentives (DOBI), Zoning Code Map Amendment (ZCMA), Administrative Use Permit (AUP), and Administrative Modification (AM). The application request is to allow the following:

- Demolition of an existing one-story, 2,850 sq. ft., non-residential structure (sound studio/media production);
- Site Plan Review (SPR) - to construct a project of three (3) dwelling units or more, as further detailed below;
- Density and Other Bonus Incentives (DOBI) - to increase the project density, resulting in a total of twelve (12) dwelling units for the site, including one (1) low income unit, and to request certain concessions such as a height increase, setback encroachments, and adjustment to parking;
- Zoning Code Map Amendment (ZMCA) - to bring the site zoning into conformance with the General Plan Land Use designation, changing the zone from IG to Commercial General;
- Administrative Use Permit (AUP) - to implement a tandem parking configuration; and

- Administrative Modification (AM) - to reduce the minimum required dimensions for tandem stalls (width) and parking drive aisles/backup.

The Project also includes a Community Benefit consistent with the provisions of the Mixed-Use Ordinance within the TOD district resulting in an increase the base density from thirty-five (35) dwelling units per acre to sixty (65), and as noted above, to utilize Zoning Code provisions to waive residential off-street parking requirements of the Project by City Council resolution.

Project Description

As illustrated in the project plans (Attachment No. 4), the applicant proposes to demolish all existing on-site improvements and construct a five-story, 64-ft high, mixed use development, including ±6,820 square feet of retail and office area split between the first and second floors, and four (4) dwelling units per floor on floors three (3) through five (5), for a total of twelve (12) dwelling units, with associated site improvements. Of the twelve (12) proposed dwelling units, one (1) will be low-income, one (1) is moderate income, and one (1) is a workforce unit. The proposed mixed-use development has been designed as a single structure, located above a subterranean parking garage. The subterranean garage is proposed to include nineteen (19) parking spaces to support the retail and office space, and eighteen (18) of the parking spaces are proposed to be in tandem configuration. Subject to City Council approval by resolution, the Project is proposed with no residential parking due to its location within the TOD District, direct access to the Culver City Expo Station and proposed on site mobility measures. The three (3) existing public parking spaces on the City-owned parcel will be replaced at the ground level, along with one (1) new car-share space.

As authorized under State Density Bonus Law, the development will exceed the 56-ft height limit in the CG Zone. The maximum height is proposed to be 60'-9", to the top of the building roof. Additional height projections for stairwell, elevator, architectural features, and parapets/guardrails reach up to an additional 13'-6", 10'-8", 7'-0", and forty-two (42) inches respectively. A dedication measuring ten (10) feet in width will be provided along the street frontage of the Project, with encroachments allowed through the Project DDA.

ANALYSIS/DISCUSSION:

Zoning Code Map Amendment

The site's current General Plan Land Use designation is General Corridor, which allows for a range of small-to-medium scale commercial uses, with an emphasis on community-serving retail. It is intended to support desirable existing and future neighborhood and community serving commercial uses, and limited medium-density housing opportunities compatible with adjacent residential neighborhoods. The existing area is characterized by two-to-three-story structures reflecting the generally under-developed property condition of much of Robertson Boulevard while further east, the area is experiencing major build out as part of the City's planned Transit Oriented Development (TOD) District where development is more aligned with a 56-foot height limit. The General Corridor designation is generally applied to sections of Sepulveda, Washington, Venice and Jefferson Boulevards, Centinela and Slauson Avenues.

The site's current Zoning designation is Industrial General (IG). The IG Zoning District is applied to areas appropriate for a wide variety of industrial uses. The current IG Zoning District designation is inconsistent with the General Corridor commercial land use designation of the General Plan. The General Plan designation allows housing through mixed-use, while the Zoning designation does not. Additionally, the current IG zoning designation is inconsistent with development trends in the area currently transitioning to more intense commercial and residential land uses and will likely experience accelerated change to mixed use. Therefore, the proposed Zoning Code Map Amendment (ZCMA) would change the zone to Commercial General (CG) in order to bring the site zoning into conformance with the General Plan land use designation and with development trends in the area. In addition, the zoning consistency with the General Plan Land Use will allow the Project base height to increase from the 43-ft allowed by the IG Zone to 56-ft allowed in the CG Zone,

consistent with development activity within the TOD District and intent of the General Corridor land use designation.

Density and Other Bonus Incentives (DOBI), Concessions and Waivers

Density

As a mixed-use development within the Transit Oriented Development (TOD) district, the Project base density may increase from 35 dwelling units per acre to 65, provided the Project incorporates Community Benefits. The proposed Community Benefit for the Project will be affordable housing; specifically, one (1) moderate income unit and one (1) workforce unit. Based on the lot size of 6108 square feet (i.e. 0.1402 acres), the base density is ten (10) dwelling units.

Under State Density Bonus law, the City is required to grant up to a 35% density bonus increase provided the project meets the minimum required affordable set-aside units on a scale associated with the affordability level of the units, for a timeframe (55 years) specified under State law. In addition, specified developer concessions for affordable units must be granted by the City, unless it can be demonstrated that the proposed concession is not required to make the project financially feasible. Further, a developer of a qualified affordable project may also request a number of waivers or reductions in the development standards that would otherwise preclude the construction of the project with the density bonus or with the concessions/incentives requested. The City may not apply any development standard which physically precludes the construction of the Project at its permitted density with the granted concessions. CCMC Chapter 17.580 - Density and Other Bonus Incentives, requires the City to follow State Density law for DOBI applications.

In accordance with State Law and CCMC Chapter 17.580, the Project proposes a total of twelve (12) dwelling as shown below.

Table 1 – Density Calculation					
Lot Area	Density	CB Base Density	Bonus	Total Units	Affordability
6,108 sq. ft./ 0.14022 acres	35 du/acre = 4.9 = 5	65 du/acre = 9.11 = 10*	20% = 2 units	10 + 2 = 12	10% of 10 = 1 Low Income for 55 years

*The Community Benefit Density is considered the base density allowed by Culver City; all percentage calculations are taken from this number.

Developer Waivers and Development Agreement

Based on providing ten (10) percent of the base density as affordable, the Project may seek one (1) concession and is not limited as to the number of development standard waivers which would result in an infeasible project.

- **Front Setback Reduction and Dedication Encroachment**

The CG Zone has a minimum setback of zero (0) feet, with some exceptions; however, as a mixed-use project the minimum required ground-floor front setback is fifteen (15) to accommodate pedestrian amenities, and the minimum required front setback for the portion of the building above fifteen (15) feet in height is five (5) feet to create visual interest at pedestrian level of the building façade. The Project proposes a front setback of zero for the ground floor, while the second floor of the building has a zero setback for the office space with additional cantilevers beyond the dedicated property line to allow for unit storage space and balcony extensions. The ground floor area will instead provide pedestrian amenities along the street frontage rather than within a pedestrian setback in order to permit sufficient space for ground floor leasable area and the balance of the development program. Floors three (3) to five (5) have portions of the dwelling units encroaching into the 10-ft dedication by 4.5 feet, with asymmetrical balconies encroaching further into the dedication to the original property line to create a

more visually interesting building façade and building massing. In addition, the subterranean parking will also encroach into the ten (10) feet of dedication, in order to make the provision of off-street parking feasible given the small lot area. These encroachments are necessary in order to implement the Project and will be reflected in the Project Development Agreement and Encroachment Permits to be considered by City Council.

- Height Increase

While the maximum allowed building height for the CG Zone is fifty-six (56) feet, the proposed maximum roof height is 60'-9" with additional allowable height projections for stairwell, elevator, architectural features, parapets and guardrails. The stairwell and elevator projections measure up to 10'-8" and 13'-6" respectively, although the Zoning Code allows up to 13'-6" and 19'-6" respectively, while the architectural feature is 7'-0" and parapets/guardrails extend forty-two (42) inches, which results in a maximum height of 74.25 feet to the top of the highest proposed projection. By allowing a waiver of the height to provide an additional five (5) feet, the Project may incorporate an additional story, which includes the affordable units pursuant to State Density Bonus law.

- Parking Dimensions and Spacing

As discussed further below, the development will not incorporate any off-street parking for the residential component of the Project. The parking proposed for the commercial (retail/office) component will be provided in tandem, which requires a minimum dimension of nine (9) feet in width. In addition, the Zoning Code requires that any parking space that is adjoined on either side of its longer dimension by a wall, column/post or similar obstruction, shall have a minimum buffer of at least ten (10) inches on the side of the obstruction. However, due to the small size of the lot, as well as the area necessary for access (e.g. driveway, stairwells, elevator), structural support columns, and other required features, the garage space is insufficient to accommodate all the minimum parking standard dimensions. If these standards were strictly applied, they would further diminish the overall parking supply for the commercial component of the Project.

Based on the mix of affordable housing units proposed to be included in the project, the City is obligated to allow the Applicant to construct 12 residential units on the Site. In addition, the project must include a commercial component to be eligible to use the Mixed-Use Ordinance. The requested incentive/concession and development standards waivers are necessary to physically accommodate the proposed scope of development. The only way to eliminate the need for the requested development standards waivers would be to significantly reduce the sizes of the residential units according to financial analysis prepared by the City's financial consultant, Keyser Marston and Associates (KMA) which would make the project infeasible and inconsistent with similar developments in the area and create an undue hardship on the project economics.

Architectural Design

The Project structure is a five-story building over a subterranean parking garage, with a rear loaded alley facing driveway. The structure is characterized by a modern architectural style, incorporating straight lines and right angles, select angled features, with a flat roof with flat parapets and guardrail walls. The building incorporates significant articulation at the front façade through the use of alternating asymmetrical balconies, which are a significant feature of the Project. These balconies vary in depth from zero to ten (10) feet and are proposed to encroach into the air space of the dedication area. Smaller balconies are also provided at the rear façade, while the sides of the building are more minimalistic with the south façade including an opening with glass railing at the central court of each of the residential levels. The five-story structure will incorporate polished CMU in alternating tones of grey and smooth white plaster throughout all elevations, with glass and black metal railings. The front façade is comprised primarily of glass glazing at all levels. The rear façade also incorporates a significant amount of window openings, with an alternating use of the polished CMU and smooth plaster. The side façades also alternate the use of the polished CMU and smooth plaster. Additional materials include bronze aluminum trim at doors/windows. The rooftop deck will provide the required open space for the residential dwelling units and will incorporate landscaping to soften the building architecture as

well as provide privacy.

The building will include rooftop projections for the stairwell, elevator, guardrails/parapets, as well as an architectural feature at two (2) locations that will also serve to protect bicycle parking from the elements. The projection heights will vary from forty-two (42) inches for guardrails/parapets, seven (7) feet for the architectural design feature, 10'-8" for the stairwell, and 13'-6" for the elevator. The decorative architectural feature will incorporate perforated metal panels with a clear acrylic roof and decorative color lighting to provide an artistic element to the Project and will also serve to protect proposed bicycle storage.

The overall design and street view are maintained in a simplistic style and massing from the rooftop projections is minimal given the height of the building. The entry to the building is oriented to the street and, along with the proposed front landscape, seating, and bicycle parking, aids in maintaining communication with the street and contributes to the pedestrian-oriented quality of the streetscape. The color palette consists primarily of white and grey tones in a subdued contemporary style.

The subterranean garage is accessed from the rear public alley through a proposed ten (10) foot wide driveway located at the southerly edge of the property. This location allows for a continuous sidewalk along Robertson Boulevard and minimizes the visual impact of the off-street parking facilities.

The project design strives to be compatible with the character of new development within the TOD district and will serve as a catalyst to revitalize this street segment. The building design and massing is consistent with the zoning standards of the CG Zone, and/or applicable concessions/waivers, and intent of the SPR required findings.

Landscaping

Due to the building footprint and site size, as well as necessary allocations for driveways, parking and walkways, there are limited opportunities for landscaping. The Project will be allowed to place pedestrian oriented amenities within the ground-floor dedication area and will include some landscape planters. The building is designed to have an internal central court on the third floor, which is the first residential floor, and will include landscape planters. The floors above will have openings in the same outline as the planters in order to allow the plantings to have some height and be visible from the floors above. The central court at the fifth floor will be fully open to sky allowing air and sunlight for the plantings below. Additional landscape will be incorporated at the rooftop, where landscaping will include a limited variety of low-growth plant materials, as well as three (3) trees to enhance the quality of the Project. Landscaping will also include a street tree the public right-of-way, in accordance with the City's TOD Streetscape Plan; 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 a common rooftop deck, which is accessed from the elevator and staircase at the common hallway area of each floor. The rooftop deck measures approximately 1,200 square feet, of which portions will be allocated to meet the minimum requirement of seventy-five (75) square feet per unit, for a total of 900 square feet. The rooftop open space areas are bounded by guardrails required for safety, measuring forty-two (42) inches in height as well as landscape planters. The rooftop open space area is stepped back from the edges of the building, which aids in minimizing visibility onto abutting properties.

Traffic, Parking, Mobility and Circulation

The existing public right-of-way, Robertson Boulevard, has been deemed by the Mobility and Traffic Engineering Division of the Public Works Department to be of adequate width to serve the site and the proposed development. However, they have required a dedication measuring ten (10) feet in width along the entire Project frontage, consistent with the widths specified in the General Plan Circulation Element. 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, along with installation of streetscape improvements per the TOD Streetscape Plan. The density of the overall development will not create any significant traffic impacts as indicated in the Traffic Analysis within the Categorical Exemption Report (Attachment No. 5), and there are no required mitigation measures.

The Zoning Code requires, one (1) space per 350 square feet of gross floor area for the commercial component (retail/office), as well as two (2) spaces per unit and one (1) guest parking space for every for dwellings. Given the proposed area of 6,820 square feet and the number of dwellings, the Project would be required to provide a total of nineteen (19) spaces for the commercial and twenty-seven (27) parking spaces for the residential. The Project will implement the provisions of Zoning Code Section 17.400.065, to request a waiver of all residential parking for the Project, provided the projects mobility measures, location in the TOD, and proximity to the Culver City Expo Station. This request may be granted separately by the City Council resolution and will be presented to Council along with the Planning Commission recommendations on the Project entitlements. Accordingly, the Project provides the minimum required nineteen (19) spaces for the retail/office floor area, within a subterranean garage, and in tandem configuration. Specifically, there will be nine (9) tandem sets, providing eighteen parking spaces, plus one (1) standard accessible space per the requirements of the American's with Disabilities Act (ADA). The tandem parking requires approval of an Administrative Use Permit (AUP) and will be conditioned to require a parking operations management plan in order to ensure adequate coordination of its use by the Project tenants. In addition, due to the constraints of the site's size, the tandem parking minimum width of nine (9) feet is requested to be reduced by the maximum allowable reduction of ten (10) percent to provide a width of 8'-2", through a request for an Administrative Modification (AM). Further, two (2) sets of tandem spaces are requested to be narrower, providing the width of a compact stall (i.e. 7'-6") as part of the DOBI waivers for the Project. As part of the requested AM, the applicant also requests a reduction (not to exceed 10%) in the minimum required backup/aisle width for the subterranean parking, to provide a 23'-6" wide backup/aisle width. This will be sufficient to provide adequate turning radius and circulation area to maneuver in and out of each parking stall and exit back onto the public right-of-way in a forward direction.

Additional parking at the site includes four parking spaces at the ground level at the rear of the site. These include three (3) public parking spaces that are to replace the public parking that currently exists at the City-owned parcel and a fourth space for a car-share amenity serving the TOD District. These spaces will be in tandem and will adhere to the compact parking space dimensions, as per the Project DDA, with the Zoning Code required back-up clearance of twenty-four (24) feet.

Vehicular access will be from the rear alley, by a new proposed ten (10) foot wide driveway along the southerly property line. The proposed driveway slopes down into the property at 10% for the first ten (10) feet, then 20% for approximately thirty-four (34) feet, transitions back to 10% for approximately ten (10) feet, and then level with the parking area. The Zoning Code indicates the ramp must not exceed 20% at any point and should not exceed 3% slope for the first twenty (20) feet or another configuration may be provided as determined appropriate. The diagrams prepared and approved by the Project traffic engineer and reviewed by the City demonstrate the ramp will not exceed 20% at any point and indicate that the alternative to the 3% slope for the first twenty (20) feet of ramp will ensure safety while addressing the small lot size and overall development program.

The garage is designed to provide a minimum height clearance of 8'-2" throughout, meeting the minimum Zoning Code required clearance of seven (7) feet at any vehicular access area. Additional height is not required as other projects, since the refuse enclosure area will be located at grade, accessible from the alley. The refuse area and access has been reviewed and confirmed to comply with applicable requirements by the Environmental Programs and Operations (EPO) Division. 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 and a second at the rear of the site; ADA access will be provided by elevator.

The project incorporates a number of clean mobility measures that includes two (2) electric vehicle (EV) charging stations, plus eight (8) stalls with EV ready infrastructure, which complies with the Zoning Code, which requires 10% charging stations, 10% EV ready, and 20% EV capable. In addition, seven (7) long-term bicycle parking spaces will be provided at the roof, with an additional six (6) short-term spaces at the ground level, in conformance with the conditions of approval for the project. Additional mobility features for the Project include tap cards for employees as well as the provision of on-site carshare that are incorporated in the Conditions of Approval.

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 no lane closures will be necessary for the project construction. In addition, the preliminary pedestrian protection and construction traffic management plan anticipates use of the sidewalk and parking lane directly in front of the project during parts of construction, including repair and/or reconstruction to the sidewalk. During this time, the contractor will provide a Pedestrian Protection and Diversion Plan as required by the Public Works Engineering Division. The contractor will assess the site conditions to determine the best method for pedestrian diversion and protection during any necessary sidewalk construction and repair. At all times of construction, a temporary fencing system will be installed at the perimeter of the site 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.

PUBLIC OUTREACH

As part of the review process, one community meeting was held for the project. The meeting was held on Tuesday, September 10, 2019, 7:00 pm, during the application review phase of the process. The applicant sent invitations two weeks before the meeting to property owners and occupants within a 1,000-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.

Community Meeting 2 - September 10, 2019, 7:00 pm (Veterans Memorial Building, 4 attendees)

Topics of discussion

- Overview of project and its evolution, including changes made since first community meeting
- Existing parking conditions in the neighborhood and whether any reductions to street parking would occur

During the community meeting, the attendees comprised of the owners of two properties on Robertson Boulevard and questions were minimal, with discussion focused on timing of the project and preservation of existing parking. Community reception of the project was favorable, as some attendees complimented the project.

Comments Received During Public Comment Period

As of the writing of this report, staff received one inquiry regarding the site zoning and corresponding allowable development, in response to the public notification of the public hearing for this item. The inquiry focused on

questions about allowing residential in an industrial zone and the loss of industrial land for desirable industrial uses. Staff explained the existing General Plan Land Use designation, which allows for residential, and the proposed Zoning Code Map Amendment to change the from IG to CG to be consistent with the General Plan.

FINANCIAL ANALYSIS

The Applicant provided a financial analysis which has been reviewed by the City's financial consultant, Keyser Marston Associates (KMA), to determine if the development concessions are needed to reduce the costs of providing the affordable housing. The applicant's financial analysis is a pro forma detailing expected costs and profits for the project. The analysis by KMA concluded that the requested incentive/concession and development standards waivers are necessary to physically accommodate the proposed scope of development. The only way to eliminate the need for the requested development standards waivers would be to significantly reduce the sizes of the residential units. Given that the proposed unit sizes fall within the typical range for newly constructed two-bedroom units in the area it is KMA's opinion that requiring a reduction in the unit sizes would create an undue hardship on the project economics.

It is the conclusion of KMA that approving the requested incentive/concession and development standard waivers will not provide a windfall profit to the Applicant. As such, on strictly financial grounds, KMA concludes that the Applicant's proposal is supported by the Proposed Project's economic characteristics.

CONCLUSION/SUMMARY

The proposed development will repurpose a small city surface parking lot to a higher and better use and result in a project that provides complementary commercial uses and additional housing near the City's TOD district, at a density consistent with the proposed Zoning and current General Plan Land Use designations. The addition of housing in this area is consistent with the City's revitalization planning goals for the area and good planning practice. The building is designed in a modern style with a minimalist material and color pattern, incorporating balconies to articulate the building plane at the front and rear elevations. The south side elevation incorporates openings to the interior court of each residential level, with glass railings, with provides material variation and a break in the building bulk and mass. 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. Staff believes the findings for Site Plan Review, P2019-0291-SPR, Density and Other Bonus Incentives, P2019-0291-DOBI, Zoning Code Map Amendment, P2019-0291-ZCMA and Administrative Use Permit, P2019-0291-AUP, Administrative Modification, P2019-0291-AM, can be made as outlined in Resolution No. 2020-P016 (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 further detailed in the Categorical Exemption Report (Attachment No. 5). As outlined herein, the project involves the construction of one (1) five-story structure containing ±6,820 square feet of commercial floor area, twelve (12) dwelling units, and nineteen (19) parking spaces, as well as additional site improvements and amenities (e.g. landscape, bicycle parking, carshare, public parking, etc.). Further, the proposed project is consistent with the General Plan Land Use Designation of General Corridor and with the proposed corresponding CG Zone; located within Culver City surrounded by urban uses, and has no value as a habitat for endangered, rare, or threatened species as it is currently developed with a one-story

commercial structure (music studio), paved vehicle circulation and walkways, and vegetation consistent with adjacent non-residential and mixed-use development. Based on the density, the project will not have significant traffic impacts or peak hour vehicle trips exceeding fifty (50); as a mixed-use development surrounded by a mix of non-residential and mixed-use development, noise and air quality impacts generated by the project will be within established thresholds; implementation of public works storm water run-off standards will result in less than significant impacts to 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-P016 with Exhibit A: Conditions of Approval and Exhibit B: Zoning Code Map Amendment
2. Vicinity Map
3. Project Summary
4. Preliminary Development Plans dated December 4, 2020
5. Categorical Exemption Report
6. Ramp Diagrams
7. Preliminary Construction Management Plan

MOTION

That the Planning Commission:

Adopt a Class 32 CEQA Categorical Exemption, Approve a Site Plan Review, Administrative Use Permit, and Administrative Modification, and Recommend to the City Council Approval of a Density and Other Bonus Incentives and Zoning Code Map Amendment, for a 5-story, 12-Unit Mixed-use Development, subject to the Conditions of Approval per the proposed Resolution.