



City of Culver City

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Staff Report Details (With Text)

File #: 21-920 **Version:** 1 **Name:**
Type: Public Hearing **Status:** Public Hearing
File created: 4/20/2021 **In control:** PLANNING COMMISSION
On agenda: 4/28/2021 **Final action:** 4/28/2021

Title: PC - Consideration of a Conditional Use Permit, Site Plan Review, and Administrative Use Permit to develop a five-story 175-Room Boutique Hotel Located at 11469 Jefferson Boulevard (Project).

Sponsors:

Indexes:

Code sections:

Attachments: 1. 21-4-28 ATT No. 1_Resolution No. 2021-P003.pdf, 2. 21-4-28 ATT No. 2_Final MND.pdf, 3. 21-4-28 ATT No. 3_Community Meeting Notes.pdf, 4. 21-4-28 ATT No. 4_Project Summary.doc, 5. 21-4-28 ATT No. 5_Traffic Impact Study.pdf, 6. 21-4-28 ATT No. 6_Development Plans.pdf

Date	Ver.	Action By	Action	Result
4/28/2021	1	PLANNING COMMISSION		
4/28/2021	1	PLANNING COMMISSION		
4/28/2021	1	PLANNING COMMISSION		

PC - Consideration of a Conditional Use Permit, Site Plan Review, and Administrative Use Permit to develop a five-story 175-Room Boutique Hotel Located at 11469 Jefferson Boulevard (Project).

Meeting Date: April 28, 2021

Contact Person/Dept: Lisa Edwards, Contract Senior Planner
Michael Allen, Current Planning Manager

Phone Number: (310) 253-5728
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Fiscal Impact: Yes ☐ No ☒ **General Fund:** Yes ☐ No ☒

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

Public Notification: (Mailed) Property owners and occupants within a 500-foot radius and extended (02/17/2021); (Posted) Onsite Sign (02/16/2021), and City Website (04/22/2021); Meetings and Agendas-Planning Commission (04/22/2021); (Published) Culver City News (02/18/2021).

Department Approval: Sol Blumenfeld, Community Development Director (04/21/2021)

RECOMMENDATION:

Staff recommends the Planning Commission approve, a resolution for a Mitigated Negative Declaration, Conditional Use Permit P2019-0194-CUP, Site Plan Review P2019-0194-SPR, and Administrative Use Permit

P2019-0194-AUP, subject to conditions of approval to allow the development of a 5-story, 175-room boutique hotel.

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:

The Project also known as the “Jeff Hotel” involves the development of a new, five-story, 175-room boutique hotel building with a restaurant and a two-level subterranean parking garage . A pool and roof top bar are located on the fifth floor. The 111,000 square foot (s.f.) building reaches up to the maximum 56-foot height limit allowed with rooftop mechanical equipment no higher than 13'-6” as measured from the roofline. Proposed landscaped areas are incorporated through-out the site and within the public right-of-way. Parking for the proposed uses is provided on site within a subterranean parking structure that would accommodate 150 parking spaces.

The Project was previously scheduled for hearing at the March 10, 2021 hearing. Due to public comment received in response to the publicly circulated Mitigated Negative Declaration (MND), the public hearing was continued. Public comments raised as part of the circulated MND included concerns regarding air quality, hazardous materials, green-house gas emissions, parking, vehicle miles travelled (VMT), and noise/vibration. The Planning Commission continued the item to April 28, 2021 to allow the Project's environmental consultant to respond to public comment, which can be found in the updated MND (attachment two).

Existing Conditions/Project Site

The Project site is located within the Commercial General (CG) zone and has a General Plan land use designation of Commercial Corridor. Currently, the parcel is developed with an approximately 13,000 s.f. single-story, wood-framed commercial shopping center which includes both retail and restaurant uses. The remainder of the site consists of an asphalt-paved surface parking lot and ornamental landscaped areas. Ingress/egress to the Project Site is available via a driveway from Jefferson Boulevard and a driveway from Slauson Avenue.

The Project site is bounded by the intersection at Jefferson Boulevard and Slauson Avenue with commercial uses to the north and a public alley adjacent to the western Project boundary with residential uses just beyond the alley. Commercial uses are also located east and south of the Project site across Jefferson Boulevard and Slauson Avenue. Both the I-405 and State Route 90 (SR-90) freeways are located less than 400 feet west and south of the Project Site.

ANALYSIS:

The Project applicant is requesting the following permits as part of their approval:

Conditional Use Permit No. P2019-0194-CUP: for the establishment of a hotel, to ensure compatibility, configuration, design, location, and potential impacts of the proposed use, and suitability of the use to the site and surrounding area.

Site Plan Review No. P2019-0194-SPR: for a new 111,000 s.f. five-story 175-room boutique hotel building with restaurant and two-level, below-grade parking garage, to ensure the Project complies with all required standards and City ordinances and to establish all onsite and offsite conditions of approval.

Administrative Use Permit P2019-0194-AUP: for valet-assisted tandem parking, on-sale alcohol for restaurant/bar, and outdoor dining to ensure compatibility, configuration, design, location, and potential impacts of the proposed use, and suitability of the use to the site and surrounding area.

Operations

The hotel ground floor lobby consists of food and beverage amenities, including a bar and restaurant, a business technology center, and meeting spaces. The fifth level includes a roof deck area with a swimming pool, and food and beverage amenities, including a destination roof top bar. The second-floor guest rooms and meetings rooms are organized around the landscaped courtyard. The third through fifth floors includes a fitness center and guest rooms overlooking the courtyard, surrounding cityscape and landscaped terraces. The 175 rooms proposed under the Project includes a mix of rooms including king, double queen, and suites.

Proposed Project Land Use Summary

Hotel (175 rooms)	67,030 SF
Back-Of-House	8,536 SF
Hotel Amenities	
Restaurant	2,900 SF
Rooftop Bar	413 SF
Meeting Rooms	4,570 SF
Lounge (ground floor)	5,000 SF
Lobby	1,200 SF
Fitness Room	700 SF
<i>Hotel Amenities subtotal</i>	<i>14,783 SF</i>
Bicycle Parking	630 SF
Circulation (Stairs/Elevators)	18,842 SF
Loading Area	1,119 SF
Total Project SF	111,000 SF
 Open Space Area	 15,450 SF
Passenger Vehicle Parking SF	56,300^a
Site Area	33,800 SF

Site Plan

The Project proposes to redevelop a 33,813 s.f. (0.78-acre) property located in the northwest corner of the intersection at Jefferson Boulevard and Slauson Avenue. The existing single-story commercial (retail/restaurant) building and associated asphalt-paved surface parking lot removed as part of the Project.

The Project provides a total of approximately 67,030 s.f. in 175 hotel rooms, 8,536 s.f. of back-of-house, 14,783 s.f. of hotel amenities, 630 s.f. of bicycle parking and 18,842 s.f. of circulation, and 1,119 s.f. of loading area for a total building area of 111,000 gross s.f.. In addition, 15,450 s.f. of open space area is provided, as

well as 56,300 s.f. of subterranean parking area.

Architectural Design

The Project's contemporary design includes a custom, glass curtainwall that wraps the length of the south-facing corner of the proposed building at the intersection of Jefferson Boulevard and Slauson Avenue. The curtainwall is designed as a sculptural skin composed of steel and glass and is intended to reflect the surroundings of the Project site. The Project also includes stepped terraces and high planters as well as interior landscaping that can be viewed by the public, which further enhances the character of the proposed building. The south and west elevations include a glass facade that wraps the length of the south-facing corner of the proposed building at the intersection of Jefferson Boulevard and Slauson Avenue.

Signage Design Concept

Site signage is to be used for Project identity, building identification, pedestrian wayfinding, and security markings. It is designed and located to be compatible with the architecture and landscaping of the Project. No off-site signage is proposed. All signage is to be provided consistent with a Master Sign Program pursuant to Zoning Code Section 17.330.050.D.2. All hotel and restaurant signage is limited to the commercial elevation along the Jefferson Boulevard commercial corridor. The residential-facing elevation does not include any signage.

Lighting Design Concept

Pedestrian areas are well lit for security. The proposed building includes accent lighting to complement the building architecture. Lensed light-emitting diode (LED) downlights are to be integrated into the architectural canopies to provide appropriate ambient light levels. Façade lighting is intended to reinforce the architecture of the building and to provide a nighttime presence for the Project. Fixtures are designed to prevent light trespass on adjacent properties. Recessed LED fixtures are designed to eliminate unwanted glare and set to limit all light spill into the surrounding area. Surface mounted LED fixtures are integrated into planters. In grade LED fixtures provide focused uplight on the site trees along the perimeter of the site.

Building Height

The maximum building height for the Commercial General (CG) zone is 56 feet, based on Culver City Municipal Code (CCMC) Section 17.220. As permitted in the CCMC, in non-residential zones, architectural features that are non-habitable design elements, including spires, turrets, bell towers, cupolas, and similar design elements are allowed up to a maximum of 13 feet and six inches of height of a building and are limited to 15 percent of the total roof area. The proposed building reaches up to 56 feet in height with mechanical equipment adding no higher than 13'-6" of height as measured from the roofline.

Commercial Setback Overlay Zone

The Project site's existing zoning designation is Commercial General (CG) and the Project Site is within a Commercial Zero Setback Overlay Zone. The Commercial Zero Setback Overlay Zone is intended to preserve and reinforce a traditional city streetscape and create a more pedestrian-friendly environment. Pursuant to this overlay zone, the first story of proposed buildings that exceed 750 s.f. shall have a zero setback from the street-facing property of any street listed in CCMC Subsection 17.260.020.B. (i.e., Jefferson Boulevard and Slauson Avenue). No changes to the Project site's existing zoning designations are proposed. Consistent with the Commercial Zero Setback Overlay Zone, the Project has been designed with a zero setback along Jefferson Boulevard and generally a zero setback along Slauson Avenue with the exception of a 3-ft wide

planter.

Open Space and Landscaping

Several landscaping features are introduced along the western portion of the building for purposes of softening the building as viewed from the adjacent residential neighborhood. A featured element of the building includes a “living green wall” at the upper levels of the hotel. Application of planters with draping foliage along guest room balconies will also help address privacy and aesthetic impacts for neighboring areas. At each floor of the hotel, a mixture of vertical planting and planters with low-level vegetation are placed within courtyards to break up hardscaping.

The Project includes a total of approximately 15,450 s.f. of open areas, which include a small 250 s.f. courtyard and a 500 s.f. outdoor dining area on the ground floor, a 2,800 s.f. terrace on the second floor, a larger 4,800 s.f. courtyard on the second floor, and a 2,000 s.f. pool deck and 5,100 s.f. lounge on the fifth floor. The courtyard areas on the ground, second, and third floors as well as the dining area on the ground floor is accessible to the public and a pool deck is located on the fifth floor level.

The Project is required to plant two new Street Right-of-Way trees or parkway trees for each tree that is removed from the Project site. The size and location of the replacement trees will be determined by the Public Works Director based on what is appropriate for the street right-of-way or parkway and the project will conform to the City’s approved streetscape plan as noted in the Conditions of Approval.

Parking

The CCMC conditionally permits hotels within the General Commercial (CG) Zone. The hotel will have 175 rooms requiring 138 parking spaces per the Parking Demand Analysis dated April 3, 2020 prepared by Crain & Associates pursuant to CCMC 17.320.025 - Alternative Parking Provisions based on a parking demand study demonstrating the shared uses have acceptable different peak hour parking demands. With the hotel requiring 138 parking spaces for guest and employee parking, a total of 150 parking spaces will be provided, 12 more than required by the Parking Demand Analysis. The Parking Demand Analysis included as part of the Project’s Traffic Impact Study involved shared parking and empirical parking study to establish overall parking demand and required parking pursuant to CCMC 17.320.025. Empirical data was based on parking demand for nearby and similar hotel sites. Per the Project parking demand analysis, the Project is expected to have a maximum peak parking demand of 138 parking spaces, which occurs midday on a weekday. Therefore, the Traffic Study indicates 138 spaces in two subterranean levels are sufficient to meet the demands of the Project.

Use	Ratio per CCMC	No. of Required Based on Empirical Study	No. of Standard	No. of Tandem	No. of EV (charging, ready, capable)	No. of ADA
Hotel Parking (175 rooms)	1 space per rm +1 space per 20 rm	138*	62	82	56	6
Hotel Restaurant (2,900 sf)	1 space per 100 sf					
Hotel Conference Rooms (4,800 sf)	1 space per 100 sf					
Total						

Long-term Bike Parking	5% of req parking	10	10			
Short-term Bike Parking	5% of req parking	10	10			

The table below shows the parking required under the Culver City Municipal Code parking standards without the parking demand study. A total of 387 parking spaces would otherwise be required for the project as proposed:

**Shared Parking Analysis Maximum Parking Demand Levels
Based on City of Culver City Municipal Code Stand-Alone Parking Requirements**

Description/Land Use	Size	Parking Ratio	Stand-Alone Spaces
Hotel			
Guest rooms	175 rm	1 / 1 rm	175
plus	175 rm	1 / 20 rm	9
Hotel Restaurant/Lounge/Bar	15,500 sf	1 / 100 sf	155
Hotel Meeting/Conference Space	4,800 sf	1 / 100 sf	48
PROJECT TOTAL:			387

Tandem Parking

A total of 82 tandem parking stalls are proposed for the Project which comprises 55% of the total parking provided. The tandem parking spaces would be a minimum 9' x 36' to accommodate two-cars per tandem stall both on the P1 and P2 parking levels. The remaining parking is anticipated for employees and users of the amenities (i.e. conference rooms, restaurant). Based on the Parking Demand Analysis dated April 3, 2020 prepared by Crain & Associates, a total of 138 parking spaces are required for this type of use which was based on the location, size, and similar operations of neighboring hotels. To allow this number of parking spaces within a horizontally constrained and odd-shaped project site, a two-level subterranean parking garage is being proposed. Valet assisted tandem parking is being requested as a method to maximize the parking garage area.

The Project's bi-level subterranean parking is designed to accommodate vehicles through a combination of standard, tandem and ADA parking spaces. The Project site includes valet-assist parking on each subterranean parking level to maintain safe and efficient use of the tandem spaces.

On-street Parking

The Project removes existing on street parking on Slauson Avenue, adjacent to the Project Site and between the alley and Jefferson Boulevard. There are a total of approximately six existing parking spaces (three on either side of the existing site driveway). Although these existing parking spaces are currently unmetered, the City of Culver City has plans to install meters. To accommodate the Project design, up to six parking spaces may be removed. This may result in an estimated loss of \$1,000 per meter per year (based on the City-wide parking meter revenue average). The Project conditions require that the developer pay the City a total of \$30,000 for five years of lost parking revenue for six lost parking spaces along Slauson Avenue caused by the

Project.

Sale of Alcohol Beverages and Outdoor Dining Areas

The hotel and ground-floor restaurant and roof top bar with food service propose to serve alcohol. Pending the appropriate approvals from the California Department of Alcohol Beverage Control (ABC), a Type 47 ABC license for restaurants serving beer, wine, and distilled spirits and a Type 66 ABC license for mini bars within guest rooms is being requested. In the CG zone, this requires an Administrative Use Permit (AUP) for properties within 300 feet of residentially zoned property.

Both the restaurant and the bar intend to have food service in conjunction with on-site alcohol consumption. The restaurant proposes hours of operation from 7:00 a.m. to midnight and 7:00 a.m. to 2:00 a.m. for the lobby bar. The bar is located on the fifth floor and will service the adjacent pool area from 11:00 a.m. to Midnight.

An Administrative Use Permit is also required for outdoor dining areas and is being requested in tandem with the AUP for on-site sale of alcohol. These outdoor dining areas include the 250 square-foot outdoor dining area adjacent to the restaurant, the pool deck, and the courtyards.

Sustainability

Energy saving and sustainable design is incorporated throughout the Project. The Project incorporates green building design, which would promote conservation, energy efficiency, and carbon emission reduction.

1. Recycling or salvaging at least 65 percent of non-hazardous construction and demolition debris.
2. Using local manufactures and recycled products where possible.
3. Stormwater filtration and capture systems.
4. Permeable exterior paving surfaces to reduce stormwater runoff.
5. Installation of electric vehicle supply equipment (EVSE) or EV charging stations.
6. Installation of a photovoltaic system equivalent to at least one percent of the Project's electricity demand and at least one kilowatt (kW) of solar photovoltaics per 10,000 SF of new development.
7. Water saving fixtures in all locations including waterless urinals in public restrooms and water saving landscaping.
8. Incorporation of low-water and drought tolerant plants in the landscape plan.
9. Irrigation using captured stormwater.
10. Irrigation timers with rain sensors.
11. Dual and triple low emissivity glazing.
12. High reflective roof material.
13. High efficiency heating and air conditioning systems.
14. Reliance on fluorescent, LED or other type of high efficiency systems for all interior and exterior lighting. New lighting installed in parking structures and all common areas shall be motion sensor controlled;
15. Natural ventilation and lighting.
16. On-site recycling collection facilities

Traffic and Circulation

Neighborhood Traffic Management Program (NTMP)

At the request of the City and based on concerns from the community, the Project will fund a study to identify

potential neighborhood traffic intrusion measures. These measures may include peak-period turn restrictions at certain intersections to address the cut-through traffic concerns within the Sunkist Park neighborhood. City staff recognizes cut-through traffic problem on southbound Segrell Way and Culver Park Drive, between Sawtelle Boulevard and Slauson Avenue, during the weekday PM peak period. As such, City staff indicated they are supportive of traffic measures involving weekday PM peak-period left-turn restrictions for the southbound approaches of Segrell Way and Culver Park Drive at Slauson Avenue (and possibly right-turn restrictions for the eastbound approaches of Sawtelle Boulevard at Segrell Way and Culver Park Drive). The study follows the Neighborhood Traffic Management Program (NTMP) process, as required for local street traffic intrusion improvements in the Sunkist Park neighborhood.

Parking

Direct vehicular access to the parking area is provided from an inbound-only driveway on Slauson Avenue in the western portion of the Project Site, which includes two entry drive aisles. The drive aisle closer to the hotel serves as a passenger drop-off and pick-up area. The second drive aisle allows entering vehicles to access the parking ramp down to the two subterranean parking levels. Access to the subterranean parking garage would not be gate controlled. There are two driveway exits onto the adjacent alley to egress onto the surrounding roadway system. One exit driveway is provided directly off the dual drive aisles (which merges into a single aisle approaching the alley), while the second exit provides egress for vehicles exiting the subterranean parking garage. Exiting vehicles are allowed to travel north or south along the public alley toward Berryman Avenue or Slauson Avenue, respectively.

Pedestrian Access

Pedestrian access is provided from a pedestrian entrance on Jefferson Boulevard leading into the hotel lounge and restaurant area. Pedestrian access is also provided from the ride share drop-off and accessed from Slauson Avenue.

Loading and Trash Removal

Loading for large deliveries for the hotel and restaurant uses occur in a designated loading area located on site on the ground floor north of the subterranean parking structure entrance. This loading area is accessed from public alley.

A scout service, or an employee of the City's Environmental Programs and Operation (EPO) Division, will collect all trash bins serving the Project from the dedicated trash rooms located adjacent to the loading dock.

Construction Management Plan and Curb Access Plan

A final Construction Management Plan would be developed by the general contractor and their traffic management contractor in consultation with the Project's traffic engineer as necessary, and approved by the City staff prior to issuance of a demolition permit. This plan would document how the Project's construction management team would implement and conduct its site management responsibilities during the construction phase of the Project. The plan would include: name and telephone number of a contact person regarding traffic complaints or emergency situations; contact information for local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity; procedures for training the flag person(s) used in implementing the plan; the location, times, and estimated duration of any temporary lane closures; managing the approved haul route plan; and construction parking management plan. The project will also be required to prepare a Curb Access Plan for submittal to the Public Works Department to address potential future City mobility and circulation requirements.

The Project would comply with Culver City's allowable construction hours of (Chapter 9.07: Noise Regulations,

Section 9.07.035 Construction):

- Monday-Friday: 8:00 AM through 8:00 PM
- Saturdays: 9:00 AM through 7:00 PM
- Sundays: 10:00 AM through 7:00 PM

Any work outside of the above hours would require consultation and approval with pertinent Culver City departments prior to any works being scheduled. Businesses and surrounding residents would be given notification of the proposed after hours work prior to the starting said work including details of the work to be performed with an anticipated time required to undertake each activity. After hours work would be limited, but may be required for specific tasks in order to minimize impacts to pedestrians, vehicular traffic or in the interest of safety.

Dirt hauling and construction material deliveries or removal would not be allowed during morning (7:00 AM - 9:00 AM) and afternoon (4:00 PM - 6:00 PM) peak traffic periods. It should be noted that this requirement will have the effect of prolonging overall construction time. However, this would minimize peak hour traffic impacts. Also, every effort would be made to minimize the need for lane closures. Should lane closures be required, neighbors and city officials would be notified via the email notification system set up at the commencement of construction. Lane closures, if required, will occur only between the hours of 9:00 AM - 3:00 PM. Again, avoiding the peak traffic periods. Such events would be coordinated with neighboring construction projects, as necessary.

A series of building permits would be required for Project phases including demolition, excavation, subterranean and above-ground construction. These approvals may include contingencies requiring additional design and submittals that must be approved before work can begin. Some anticipated items requiring further approval might include, but not be limited to: Final Construction Traffic Management Plan; Erosion and Sediment Control Plan; and Shoring and Excavation Plan. The Final Construction Traffic Management Plan would include measures to minimize traffic impacts associated with any concurrent construction activities occurring in the Project vicinity.

Before any lane closures and/or other temporary modifications to traffic are implemented, further approvals would be required from Culver City Public Works Traffic Management Division and/or other pertinent city departments. These items may include, but would not limited to: Traffic Control Plan including, but not limited to vehicular, bicycle, and pedestrian traffic routing; Off-site Civil work including lighting, signage, landscape, paving, and striping; and After Hours Application.

Community Meetings and Outreach

Pursuant to the City's Community Outreach Guidelines, the Applicant held three (3) community meetings as part of its outreach to neighbors and community members for the Project. The meetings occurred as follows.

April 16, 2019 El Marino Language School Cafeteria (7 p.m. - 8:30 p.m.)

The applicant presented the project and then opened a discussion with the residents. Some concerns raised were the potential parking issues with the adjacent neighborhood, increased traffic volumes, viewshed and shadow/shadow concerns, noise and privacy impacts for residents at alley, parking garage entry access.

June 6, 2019 El Marino Language School Cafeteria (7 p.m. - 8:30 p.m.)

This meeting was conducted in an Open House format where the public visited any of three stations focusing on specific aspects of the project: Architecture/Design, Traffic and Environmental. At each station, the applicant

provided experts in that area to answer in-depth questions from the public and engage in discussions about subject-area details that are not be possible in a Presentation/Open Mic format.

Some concerns raised were the potential residential cut-through traffic, noise during construction and at rooftop bar, acceptable architectural treatment as viewed by adjacent residents, and how to relieve transient loitering at alley.

November 19, 2019 El Marino Language School Cafeteria (7 p.m. - 8:30 p.m.)

This meeting was conducted with an initial presentation that included a project overview, a recap of the project changes that have been made as the result of community feedback and an introduction of the recently selected hotel operator - OLS Hotels and Resorts. Following the initial presentation and Q&A from the audience, the meeting shifted to an Open House format where the public could visit any stations focusing on specific aspects of the project: Architecture/Design, Traffic, Operations and Environmental. At each station, the applicant provided experts in that area to answer in-depth questions from the public and engage in discussions about subject-area details.

Some concerns raised were the traffic circulation at alley, traffic impacts at the intersection of Jefferson Boulevard & Slauson Avenue, and when/how Neighborhood Traffic Management Plans (NTMP) will be conducted by Public Works.

CEQA/Mitigated Negative Declaration

With implementation of the Project's design features and prescribed mitigation measures, all identified potentially significant impacts associated with the proposed uses and land use designations are reduced to a less than significant level. Therefore, as provided in the MND the Project does not result in conflicts with the applicable General Plan or Zoning Code or any other applicable land use plan, policy, or regulation such that significant physical impacts on the environment occur. Accordingly, with the adoption of the MND and associated mitigation measures, impacts are less than significant.

Tribal Consultation

As a result of the Tribal Consultation process (AB52), the City was able to receive feedback from the various tribes listed by the Native American Historic Commission as having cultural interest with the subject site. After Tribal Consultation the following mitigation measure was proposed:

"MM TCR-1 Prior to the commencement of any ground disturbing activity at the project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians Kizh Nation - the tribe that consulted on this project pursuant to Assembly Bill A52 - SB18 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of Culver City Planning and Building Department prior to the issuance of any permit necessary to commence a ground disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the Project Site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting Tribal Cultural Resources. Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate

vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue other parts of the Project Site while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]). If a non-Native American resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource,” time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.”

After review of the suggested mitigation measure, staff has determined that MM-CUL-2, MM-CUL-3, and MM-CUL-5 are consistent with the requested measure, and it would not be appropriate to specify or name a specific tribal representative and recommends the current reference that the Native American Monitor of direct Gabrielino Tongva lineage be selected based on the most recent contact list provided by the Native American Heritage Commission.

CONCLUSION:

Based on the facts contained in this report, the Project is consistent with the applicable General Plan and Zoning provisions of the City, and the necessary findings required to approve the CUP, AUP, and SPR, outlined in CCMC 17.530.020 and 17.540.020 respectively.

Redevelopment of the of the 0.78-acre site for a mid-rise boutique hotel with destination food and amenities and would serve to revitalize the corner of Jefferson Boulevard and Slauson Avenue, which is part of a Commercial Corridor. The Project will also renovate existing non-residential buildings and streetscapes by providing high quality architecture and site design.

Staff believes that the hotel and accompanying land use standards for the project achieve both consistency and compatibility with the surrounding area.

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 Resolution No. 2021-P003 with Exhibit A, Conditions of Approval
2. Mitigated Negative Declaration and Initial Study
3. Community Meetings Notes dated April 16, 2019, June 6, 2019, and November 19, 2019.
4. Project Summary Sheet
5. Traffic Impact Study dated April 3, 2020 prepared by Crain + Associates
6. Project Plans

MOTION:

That the Planning Commission:

Adopt the Mitigated Negative Declaration and Approve Site Plan Review P2019-0194-SPR, Conditional Use Permit P2019-0194-CUP, and Administrative Use Permit P2019-0194-AUP subject to the Conditions of Approval as stated in Resolution No. 2021-P003.