City of Culver City

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Staff Report

File #: 16-312, **Version:** 1 **Item #:** PH-2.

PH-2: Site Plan Review, P2016-0139-SPR, Administrative Use Permit, P2016-0139-AUP, and Administrative Modification, P2016-0139-AM, to construct a 3-story, 62,558 sq. ft. office, research and development, and laboratory building and detached five level parking structure, including tandem parking, and a modification for height at 9919 Jefferson Boulevard in the Industrial General (IG) Zone.

Meeting Date: October 26, 2016

Contact Person/Dept: **Gabriela Silva,** Associate Planner / CDD
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Fiscal Impact: Yes [] No [X] **General Fund:** Yes [] No [X]

Public Hearing: [X] **Action Item:** [] **Attachments:** [X]

Public Notification: On October 5, 2016 a notice was posted on the site, and a public notice was mailed to all property owners and occupants within a 500-foot radius of the site, emailed to the City's Master Notification List, and posted on the City's website on October 5, 2016.

Department Approval: **Sol Blumenfeld, Community Development Director** (10/10/2016)

RECOMMENDATION

Staff recommends that the Planning Commission:

1. Adopt a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) based on the Initial Study finding that the Project, with the mitigation measures incorporated, will not have a significant adverse impact on the environment (Attachment No. 2); and

2. Approve Site Plan Review, P2016-0139-SPR, Administrative Use Permit, P2016-0139-AUP, and Administrative Modification, P2016-0139-AM, subject to the Conditions of Approval as stated in Resolution No. 2016-P018 (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. Commission discusses the matter and arrives at its decision.

BACKGROUND

Request

On August 9, 2016, Gruen Associates (the Applicant) submitted applications requesting approval of a Site Plan Review (SPR), Administrative Use Permit (AUP), and Administrative Modification (AM) to construct a new 3-story, 62,558 sq. ft. office, research and development, and laboratory building and a detached five (5) level parking structure, including tandem parking, and a modification for height at 9919 Jefferson Boulevard, which a vacant site located in the Industrial General (IG) Zone.

Existing Conditions/Project Site

The project site is comprised of two (2) parcels located on the "north" side of Jefferson Boulevard between Duquesne Avenue and Leahy Street/College Road, as shown on the Vicinity Map (Attachment No 3). The combined site area totals approximately 84,153 square feet or 1.9 acres. The site was previously entitled in September 2008 with a 113,463 square foot office complex over a two-level subterranean parking structure. The site is currently vacant as it was cleared of all structures more than eight (8) years ago, in anticipation of a project that was entitled in September 2008. There is some vegetation at various locations throughout the site and it is generally unpaved, although it is informally used for parking. The site is generally flat at the front, sloping gently downward toward the rear, and begins to slope more noticeably midway into the site and then more steeply at the rear parcel until it connects with the abutting Ballona Creek.

The site is located within the Industrial General (IG) Zone and is designated as Light Industrial by the General Plan Land Use Element Map. The rear landlocked parcel is zoned Open Space (OS) and within the Ballona Creek General Plan Land Use designation; however, nothing is proposed to be constructed on this parcel. The surrounding zoning and land uses are as listed below.

- North: Open Space (OS) Zone (with Ballona Creek) and Residential Two Family (R2) Zone beyond (with one & two-story single and two family residential uses)
- South: Industrial General (IG) Zone across Jefferson Boulevard (with one & multi-story non-residential buildings used for storage and office)
- East: Industrial General (IG) Zone (with National Public Radio (NPR) one-story office and radio studio uses)
- West: Industrial General (IG) Zone (with one & two-story light industrial and office uses)

Project Description

The Project consists of a new three-story building comprising 62,558 square feet of gross floor area, to be used for office, research and development, and a laboratory. A new detached five-level parking structure, with one (1) level partially subterranean, will contain a total of 344 parking stalls, including 54 tandem pairs, and required bicycle parking is also proposed as part of the project. Various additional site improvements, including landscaping, lighting, refuse storage area, and outdoor courtyard between the two buildings are also included in the project.

The office/laboratory building is proposed to measure 47'-3½" in height from the surrounding grade to the

highest point of the roof, excluding any parapets and roof-mounted auxiliary structures and architectural features. The application includes a request for approval of an Administrative Modification from the maximum allowed height of forty-three (43) feet within the IG Zone. The building architecture is a contemporary design with the main entrance facing the interior of the site and located 8'-3" from the street abutting property line. The detached parking structure is proposed to be located behind the office/laboratory building, accessed via a proposed twenty-five (25) foot wide driveway located along the westerly property line, adjacent to the west edge of the office/laboratory building. Approximately 45'-0" of open space separates the two (2) structures, where various site amenities such as landscaping and built-in outdoor seating are proposed to be located. The building separation is primarily necessitated by an existing thirty (30) foot wide sewer easement and the rear of the parking structure extends to the edge of a flood control channel easement at the rear of the site. The parking structure is proposed to measure 43'-2" in height, with the partially subterranean level reaching a maximum of 10'-6" below grade.

ANALYSIS

The proposed project is located on Jefferson Boulevard which is an emerging creative office, technology and biomedical office corridor that is zoned IG. The IG Zone allows non-residential development, including a variety of commercial and industrial uses, including offices, research and development facilities, and laboratories. The proposed project is part of a bio-medical office campus that will support a similar facility located across the street at 9920 - 9922 Jefferson Boulevard. The proposed office/laboratory building will consist of office, medical research & development laboratory and ancillary support spaces. The laboratory will include use of some materials classified by the State as hazardous, but will comply with requirements under the 2013 California Building Code and the Fire Code relative to handling and storage.

The IG Zone requires minimum setbacks of five (5) feet from the street facing property line, and no setbacks from the sides and rear; the maximum allowable height is forty-three (43) feet. As illustrated in the Project Summary (Attachment No. 4), the proposed development conforms to the regulations of the IG Zone, with the exception of the height limit, for which approval of an Administrative Modification is requested as discussed below.

Architectural Design

The office/laboratory structure, which is located at the front of the site reflects a modern architectural style, with the elevations primarily characterized by straight vertical lines and changes in materials applied horizontally, creating a rectangular pattern at large segments of the façade. The three-story structure contains metal cladding, cement plaster, and flat metal panels, on the exterior walls on all elevations. A channel glass system is also prominently utilized in the design, by incorporating numerous large windows on all façades, and in particular the application of floor to ceiling windows at the various façade locations, allowing natural light into the building interior. The east elevation provides contrast from the rest of the building with utilization of a glass fiber reinforced concrete panel system on large segments of the building façade. The building incorporates a flat roof with parapets of glass and metal, and with roof-mounted structures made of metal and plaster and a rooftop deck incorporating landscape.

The overall design and street view is further enhanced by the provision of a modular sunshade feature with sloping perforated panels and solar panels, serving as a decorative awning/canopy feature. The overall building footprint shape is asymmetrical, with numerous angles throughout, and with the second and third floor cantilevered over the first floor at the north, south, and west elevations, which serves to diminish the building mass. The building mass is also articulated and broken up by the use of variation in the setbacks of the different building floors, and changes in the building angles to create different planes in the building. The building has three planes along the street façade and widens as it extends further to the rear, and then narrows again at the rearmost portion of the building. The color palette will consist of light, neutral tones, such as white, and various shades of grey.

The proposed parking structure reflects a more traditional and utilitarian design. The building has minimal side setbacks of one approximately (1) foot and four (4) feet from the east and west property lines respectively, in order to maximize the provision of parking. It is generally rectangular in shape and has minimal changes in the building plane, with little articulation from the overall building form. In addition, due to various fire and building codes, a number of the elevations must be completely enclosed. The building does contain variation in materials, and recessed building elements, and some projecting features. The building materials include painted concrete, cement plaster, and eco-mesh panels. The side elevations are less detailed due to the constraints presented by the need to maintain solid walls along these elevations. The south elevation, which faces the interior courtyard, will have all the above materials, and will also incorporate built-in fiberglass hanging planters on the second and third levels. In time the planters will create a continuous green-screen over the eco-mesh panels to further softens the building façade. In addition, this elevation also contains the stairwell and elevator structures, which are set forward from the main parking structure wall, creating a break in the plane and incorporating additional materials and details. The north façade facing Ballona Creek and the residential neighborhood beyond, will incorporate the above materials, with the majority of the façade dressed in the eco mesh panels, which are proposed to be multi-colored. In addition, this façade will also utilize a significant amount of perforated metal panels for screening headlights thereby minimizing the visual impact of the parking structure. Overall, the design of the proposed project is compatible with other non-residential structures in the surrounding area, and the building massing is consistent with the required SPR findings. Materials samples for the project will be available at the meeting.

Building Height

The allowable height limit for the subject zone is forty-three (43) feet, while the project proposes 47’-3½” and 43’-2” for portions of the office/laboratory building and parking structure, respectively. The site topography is characterized by a sloping grade which extends from the front of the site down to the Ballona Creek at the rear. The downward slope is slight at the front of the site and becomes steeper at the rear of the site. Consequently, portions of both the office/laboratory building and the parking structure exceed the forty-three (43) foot height limit allowed by the IG Zone, despite the design, which partially depresses the building below grade closest to the street elevation. The office building complies with the height limit at the street façade, measuring approximately 41’-8” in height from grade to top of roof, while reaching 47’-3½” high at the rear of the building. Similarly, the front of the parking structure conforms to the height limit, measuring approximately 38’-6” from grade to top of roof parking finished floor, while reaching 43’-2” at the rear of the building. The project applications include a request for approval of an Administrative Modification per CCMC Section 17.550.010.A which allows an adjustment of up to 10% maximum height. The proposed building would require an adjustment consistent with this allowance, resulting in a 47’-3½” maximum building height, and is related to the condition of the site topography. The building frontage conforms to the height limit and will be compatible with adjacent property and the proposed AM is limited to rear portions of the building. Thus the proposed AM will not be incompatible with the surrounding area. All other projections such as parapet walls and roof-mounted equipment enclosures and architectural features will be in compliance with the Zoning Code allowed projections.

Open Space and Landscaping

The site will be mostly covered by the proposed structures, with open space provided at the required front setback, the existing thirty (30) foot wide easement towards the middle of the site, and the approximately fifty-two (52) foot wide flood control channel easement at the rear of the site. The vehicular access driveway for the site will also be uncovered by structure and will be provided with calstone permeable mission pavers installed in a herringbone pattern in order to enhance the visual quality of the open space paved areas. Although space for landscaping is limited, the site will be provided with landscaping at all open areas not occupied by driveways, parking areas, walkways, building projections and approved hardscape, consistent

with Zoning Code requirements. Accordingly, the front setback area, which ranges from 8'-3" to 30'-0" in depth will be landscaped with a variety of plant materials, including trees, for the entire property frontage except for walkways and the site driveway; strategic plantings will be provided in this area to ensure equipment areas and refuse storage rooms are adequately screened from public view. The rear setback, which is the flood control easement, is currently vegetated; however, the applicant will provide additional plantings in order to enhance the site and as may be necessary to visually buffer the parking structure from the adjacent residential neighborhood. Additional landscape is proposed along the westerly and northerly perimeter of the office/laboratory building. The center courtyard is proposed to include raised planters and ground planters. In addition both buildings will incorporate landscape elements; the office building will have rooftop plantings, including a "liveroof" tray system and large planters with trees. The parking structure will also have built-in planters along the south façade, which will soften the building mass and create a green-screen style façade. Staff has additionally conditioned that similar planting be integrated at the north façade of the parking structure to supplement the screening provided by eco-mesh panel system, and provide an additional buffer for the surrounding properties to the north of the project site. Street trees will be provided along the Jefferson Boulevard project frontage in accordance with the requirements of the Culver City Public Works Department. Complete final landscape and irrigation plans will be submitted for review and approval by all applicable divisions/departments prior to installation and final inspection, and will ensure proper tree counts and placement, utilization of drought tolerant species, etc., in accordance with applicable Municipal Codes.

Parking and On-site Circulation

The project will consist of 62,558 square feet of gross floor area for use as office, medical research and development, and medical laboratory. The minimum Zoning Code required off-street parking for office, research and development, and laboratory uses is one (1) space per 350 square feet of gross floor area. Pursuant to this requirement, the project is required to provide a minimum of 179 off-street parking stalls. In addition, the project must provide a minimum of nine (9) bicycle parking spaces, and one (1) small loading space. The proposed parking structure will consist of a total of 344 off-street parking spaces, including fifty-four (54) tandem pairs (i.e. 108 stalls), which results in a surplus of 165 parking spaces. Bicycle parking and loading are provided in compliance with the Zoning Code requirement; the required loading space will be provided immediately outside of the receiving area at the north façade of the office/laboratory building. Street parking will be reduced by one (1) stall in order to provide access and loading space for refuse service by the Culver City Environmental Programs and Operations Division.

The project includes the incorporation of tandem parking, which requires the approval of an Administrative Use Permit (AUP) when implemented in non-residential projects. The project proposes to incorporate fifty-four (54) tandem parking spaces, for a total of 108 stalls. The Zoning Code requires that a valet or parking attendant be present at all times that the parking is accessible to users, except where it is determined that the nature of the use and operation will not require attended parking. The proposed tandem parking complies with the dimensional requirements of the Zoning Code and will be a maximum of two (2) spaces in depth. Currently, the building is planned to be occupied by only one tenant and is not proposed to include uses or operations that are generally open to the public, which allows for a more simplified utilization of the tandem parking, and removes the need to provide an attendant. A condition of approval will require that tandem pairs be assigned to employees (of the same tenant if multiple tenants are proposed) to maximize the availability of non-tandem stalls for visitors, and that a parking management plan outlining how the tandem stalls will be assigned/managed will be provided, and will be updated as necessary should additional tenants or uses be approved to occupy the site.

Vehicular access to the site and proposed parking structure is provided by means of a new double-wide signalized driveway, which is bisected at the entry intersection with Jefferson Boulevard by a proposed island, equipped with a card reader associated with a proposed security gate, allowing for a 12'-6" wide ingress lane into the site and a 20'-1" egress lane from the site. The driveway is located along the westerly edge of the site, traveling towards the rear of the site to lead into the parking structure, and measuring a minimum of

twenty-five (25) at its narrowest point. The open area between the office/lab building and the parking structure provides ample turnaround space for standard vehicles and small-scale delivery trucks, and is also equipped with removable bollards that can be removed as necessary to provide additional maneuvering space for Fire Department vehicles or other vehicles with larger turning radii. The interior of the parking structure provides vehicle aisles and backup areas in conformance with the minimum requirements of the Zoning Code, and sufficient turnaround space is provided at the basement and roof ends of the parking aisles to allow vehicles to maneuver and return to the exit or previous floor.

Traffic and Circulation

A Traffic Impact Report was prepared for the proposed project by Crain and Associates, dated July 2016 (Attachment No. 5). The traffic report was reviewed and accepted by the City's Traffic Engineer. The report analyzed existing and future (year 2020) AM and PM peak-hour traffic conditions at ten (10) key intersections in the vicinity of the project site, as well as cumulative traffic conditions attributable to thirty-four (34) potential related projects within an approximate 1.5 mile radius. The report also analyzed anticipated transportation improvements to the street system, and the surrounding bicycle and pedestrian network. In addition, as part of the report, a freeway impact screening analysis and synchro queuing analysis was prepared. Based on the traffic report, the project is expected to generate approximately 98 trips in the AM peak hour and 93 trips in the PM peak hour. Further, the analysis concluded that the project could have a significant impact at one (1) intersection under existing (2016) conditions, and at two (2) intersections under future (year 2020) conditions. The intersections are as follows:

- Jefferson Boulevard/National Boulevard (2016)
- Duquesne Avenue/Jefferson Boulevard (2020)
- Jefferson Boulevard/National Boulevard (2020)

As a result the following mitigations must be implemented and, as determined by the report, will fully mitigate the impacts at the above intersections to a less than significant level.

- At the Duquesne Avenue and National Boulevard intersection, the project will have a standalone and a cumulative impact with another project. Therefore, the project will be required to contribute 50% of the cost (or up to $250,000) towards street improvements which will include the widening of Duquesne Avenue by eight (8) feet in order to accommodate a left, left/through, a right-turn, and bicycle lanes in each direction. Eight (8) existing street parking spaces on the Ballona Creek bridge along Duquesne Avenue will eliminated to provide southbound queuing at the intersection.
- At the Jefferson Boulevard and National Boulevard intersection the project will be required to pay $104,500 ($95,000 plus 10% contingency) for the purpose of upgrading the signal system in the vicinity of the intersection. The upgrades will include:
    - Upgrading three (3) cameras at the intersections of Jefferson Boulevard/National Boulevard, Jefferson Boulevard/La Cienega Boulevard, and La Cienega Boulevard/Rodeo Road;
    - Replacing 2.3 miles of existing fiber, and convert fiber from multi-mode to single mode from the intersection of Rodeo Road and La Cienega Boulevard to the hub;
    - Installing a new camera on Higuera Street near the intersection of Jefferson Boulevard/Rodeo Road
- The project will modify the traffic signal installation, signal detection, and signal intersection striping at the project driveway, and will provide a street-type driveway with 25' radius curb returns, pedestrian heads across driveway, 12" signal heads where 8' heads exist and bicycle/motorcycle-friendly limit line detection.
- The project shall revise the striping of Jefferson Boulevard from east of College Boulevard to the reconstructed driveway to the satisfaction of the City.

Lighting

Project lighting will include the rooftop parking level for safety, as well as site lighting, such as sub-grade fixtures along the driveway area. Preliminary lighting plans indicate there will be no lighting on the rear façade of the parking structure, nor in the rear site area so as to be sensitive to the residential neighborhood beyond the abutting Ballona Creek. The conditions of approval require that a final lighting plan be submitted for review and approval by staff prior to building permit issuance, in order to ensure that there will be no light spill beyond the property lines. The lighting will comply with Zoning Code requirements that exterior lighting not be excessively bright, shine onto or create glare on adjoining properties.

Noise

The project site abuts the National Public Radio (NPR) facility, located to the east. The proposed building will be used for office purposes, medical research and development, and medical laboratory; thus there will be minimal noise impacts created by the general operation of the facility and it will be consistent with commercial uses in the area. The applicant will consult the studio operators to determine the times at which sensitive activities such as recording/broadcasting occur, and coordinate construction activities so as to not negatively impact the abutting operation. A noise and vibration study conducted in 2008, in anticipation of the larger project entitled in September 2008, included a series of recommendations required to mitigate short-term construction impacts to the abutting radio facility. Therefore the project is conditioned to require that the applicant obtain updated operations information from the radio facility and comply with the recommendations of the original noise and vibration study, and further that the applicant submit to the Planning Division any necessary updates/revisions. The recommendations include noise mitigations requiring installation of sound blankets on windows of specific sensitive studio buildings, limitations on hours of specific construction activities, such as construction pile drilling, and utilization of specific construction equipment during hours of sensitive radio facility operations. Vibration mitigation requirements include use of initial slot-cut excavations for shoring along the easternmost sections of the property Standard conditions of approval also require that noise dampening measures, equipment mufflers and sound control devices, as well as acoustical shielding be utilized during construction activities. In addition, the Building and Safety Division has conditioned that any foundation piles be drilled and cast, not driven, and that a licensed surveyor or civil engineer monitor the adjacent properties for any movement on the east and west sides of the proposed project weekly and provide a weekly written report to the Building Official during the time of soils excavation, shoring, foundation construction, lower and grade level walls construction.

Construction Schedule and Management

The project is proposed to be built in two primary phases. The first phase will include construction of the proposed parking structure at the rear of the site. The second phase will include construction of the proposed office/laboratory building. The proposed project phasing will help minimize construction noise and nuisance with work concentrated in one portion of the site at a time. During construction, there will be standard project conditions regarding construction management which will include traffic management and pedestrian protection. Construction related vehicles will be required to park on-site and not in the surrounding neighborhood. As one phase is under way the rest of the site will be available for construction employee parking, staging, and materials/construction vehicle storage. Construction is proposed to commence in early 2017 and be completed within 24 months.

Neighborhood Compatibility

The project site is located along Jefferson Boulevard, which is a primary artery along the project frontage and surrounding area. Existing development along the abutting artery is comprised of one- and multi-story buildings for use as creative office, media production, research and development, and light industrial uses. The area includes an eclectic mix of older traditional style brick buildings, remodeled buildings with contemporary enhancements, and new buildings such as the similar project located across Jefferson Boulevard and completed in 2013. The existing Ballona Creek and rear setback/easement area provide ample separation between the project site and the existing residential neighborhood to the north, such that there will not be any compatibility conflicts. Specifically, there will be a separation of approximately 175 feet from the nearest point of the rear parking structure and the nearest residential property across Ballona Creek. In addition, care will be taken in selecting landscaping and lighting to ensure the building mass is adequately buffered, and that there are no visual nuisance conditions created. The proposed project is well designed and consistent with the intent of the IG Zone and the Light Industrial General Plan land use designation, and with the proposed mitigations and conditions of approval will be compatible with the uses and development in the vicinity.

PUBLIC OUTREACH

Community Meeting

As part of the project review process, and pursuant to the City's Community Outreach Guidelines, the applicant held one (1) community meeting on Tuesday, June 21, 2016, 6:30 pm at 4095 Overland Avenue, Room B-45 (Senior Center). The applicant sent invitations on June 8, 2016 to property owners and occupants within a 500 foot radius, inviting interested persons to learn about the proposal, provide comments and feedback, as well as to share any concerns regarding the proposed project. The project team and City staff were present; however, there were no members of the public in attendance. After allowing approximately fifteen (15) to twenty (20) minutes for community members to arrive, it was determined no presentation was necessary and the meeting was concluded. Further, no calls or correspondence were received by the applicant with regard to the community meeting. Due to the low attendance at the initial community meeting, no further community meetings were required for the project as part of the review process.

Public Hearing Notification

On October 5, 2016, a public notice was mailed to all property owners and occupants within a 500-foot radius of the site, notifying recipients of the scheduled public hearing for Planning Commission review of the application and inviting public input and participation by all members of the public. As of the writing of this report, staff has received one (1) written public comment, via email, on the proposed project (Attachment No. 7).

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 (Attachment No. 2). The Draft MND determined that the Project will require mitigation measures to reduce the following "potentially significant" impacts on the environment to a less than significant level:

1. Noise - Temporary construction noise impacts to surrounding properties.
2. Traffic - Traffic impacts at two (2) specified intersections.

The prescribed mitigation measures that will reduce the Project's potentially significant impacts to a less than significant level are listed in a Mitigation Monitoring and Reporting Program (MMRP), which was included at the end of the Draft Initial Study/MND (Attachment No. 2). The Draft MND was circulated for public review from October 5, 2016 through October 26, 2016. A "Notice of Intent to Adopt a Mitigated Negative Declaration" for the Project was posted by the County of Los Angeles from October 5, 2016 to October 26, 2016. Notification of the proposed CEQA finding was included in the public notice for this project mailed at the commencement of the public review period to all owners and occupants within a 500 foot radius of the project site. As of the publishing of the staff report no written comments have been received regarding the Initial Study/MND.

CONCLUSION:

The subject site has been vacant for over eight (8) years, located along a primary artery developed with a wide mix of non-residential development. The proposed office/laboratory project will be oriented towards the Jefferson Boulevard corridor which is emerging as a center of creative office, technology and bio-medical research facilities. The building has been designed with setbacks and varying building materials to break up bulk and mass and incorporates a site design that will complement the appearance of the Jefferson Boulevard corridor. The applicant has refined the project plans to meet all City requirements, including the provision of adequate parking, access and circulation, as well as landscape plantings, and lighting that is sensitive to surrounding uses and development and will have little impact as conditioned, upon area traffic or noise. Based on the proposed preliminary development plans (Attachment No. 6) and recommended conditions of approval, the project is compatible with the surrounding neighborhood, providing a layout, architectural design, access, on-site parking, landscape, and screening consistent with applicable standards, and consistent with the Culver City General Plan and the requirements of the Zoning Ordinance. Staff believes the findings for Site Plan Review, P2016-0139-SPR, and Administrative Use Permit, P2016-0139-AUP and Administrative Modification, P2016-0139-AM, can be made as outlined in Resolution No. 2016-P018 (Attachment No. 1).

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. 2016-P018 with Exhibit A - Conditions of Approval
2. Initial Study/Mitigated Negative Declaration (IS/MND) dated October 5, 2016
3. Vicinity Map
4. Project Summary
5. Traffic Impact Report prepared by Crain & Associates, July 2016
6. Preliminary Development Plans
7. Public Comments

MOTION

That the Planning Commission:

1. Adopt a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP) based on the Initial Study finding that the Project, with the mitigation measures incorporated, will not have a significant adverse impact on the environment (Attachment No. 2); and

2. Approve Site Plan Review, P2016-0139-SPR, Administrative Use Permit, P2016-0139-AUP, and Administrative Modification, P2016-0139-AM, subject to the Conditions of Approval as stated in Resolution No. 2016-P018 (Attachment No. 1).