City of Culver City

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Staff Report

File #: 16-717, **Version:** 1 **Item #:** PH-3.

PC - Site Plan Review, P2016-0050-SPR, to construct a 4-story, 93,479 sq. ft. office, retail, and restaurant building including a three-level automated subterranean parking structure at 8888 Washington Boulevard in the Commercial General (CG) Zone.

Meeting Date: March 22, 2017

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

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

Public Notification: (Mailed) Property owners and occupants within a 1,000-foot radius of the site (02/28/2017); (Email) Master Notification List (03/01/2017); (Posted) City website (03/01/2017); (Sign) Posted on the site (03/01/2017).

Department Approval: **Sol Blumenfeld, Community Development Director** (03/14/17)

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, P2016-0050-SPR, subject to the Conditions of Approval as stated in Resolution No. 2017-P005 (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 March 25, 2016, Platform Hayden Tract III, LLC (the Applicant) submitted an application requesting approval of a Site Plan Review (SPR) to construct a new 4-story, 93,479 square foot commercial development consisting of 70,208 square feet of office, retail, and restaurant uses and a 23,271 square feet subterranean automated parking structure, at 8888 Washington Boulevard, within the Commercial General (CG) Zone.

Existing Conditions/Project Site

The project site is comprised of three (3) parcels located on the south side of Washington Boulevard west of Landmark Street and east Higuera Street/Robertson Boulevard, as shown on the Vicinity Map (Attachment No 3). The site area totals approximately 26,109 square feet and is currently developed with a single story auto repair facility, comprising 9,992 square feet, and supporting surface parking lot and outdoor storage area with a screen fence/wall; there is no on-site landscape. Vehicular access to the site is currently provided from three (3) driveway aprons, two (2) of which access the parking lot, while the third provides access into the building from the street. The streetscape consists of a ten (10) foot wide sidewalk, five (5) street trees (palm trees), parking meters, and street lights.

The site is located within Culver City's Transit Oriented Development (TOD) District, the Commercial General (CG) Zone and the Commercial Zero Setback (-CZ) Overlay, and is designated as General Corridor by the General Plan Land Use Element Map. The surrounding zoning and land uses are as listed below.

- North: Industrial General (IG) Zone (with light industrial, parking structure, and office uses, across Washington Boulevard)
- South: Industrial General (IG) Zone (with single story office and light industrial buildings, and a multi-family residential building)
- East: Industrial General (IG) Zone (with single story office/retail building) and Platform Planned Development (PD-10) Zone (multi-use commercial development with office, retail and restaurant uses and above ground parking structures)
- West: Commercial General (CG) Zone (with single story commercial and office uses)

Project Description

The Project consists of a new 93,479 square foot, four (4) story commercial building with subterranean automated parking, to be used for office tenants on the upper floors, with retail and restaurant uses on the ground floor. The office uses will be contained on floors two (2) through four (4) and total 59,325 square feet, while the retail and restaurant uses will comprise 2,878 and 3,184 square feet respectively on the ground floor. A new three (3) level, 23,271 square feet subterranean automated parking structure, will contain a total of 207 parking spaces. Five (5) short-term spaces are located on the ground floor, including one (1) Americans with Disability Act (ADA) accessible space, for a total of 212 off-street parking spaces. Both short term and long term bicycle parking is provided on-site as further described below. Various additional site improvements, including landscaping, lighting, and refuse and recycling storage area, are also included in the project.

The commercial building is proposed to measure fifty-six (56) feet in height from the surrounding grade to the highest point of the roof, excluding any parapets and roof-mounted auxiliary structures and architectural

features, with the subterranean parking reaching approximately twenty-three (23) feet below grade. The building architecture is a contemporary design with the main entrances facing Washington Boulevard. The building is setback 9'-11" to 14'-11" from the street abutting property line, while the façade of the second through fourth floors is cantilevered and extends to the property line. The proposed automated parking structure garage bays are located at the rear of the site, accessed through a twenty-five (25) foot wide driveway located near the westerly end of the property and traveling along the rear property line.

As part of the proposed project, a five (5) foot dedication will be required along the entire frontage of the subject site, which will serve to widen the Washington Boulevard public right-of-way and provide a number of off-site improvements, including installation of new bicycle lanes along Washington Boulevard and TOD area streetscape plan amenities such as new pedestrian scaled street trees, decorative tree grates, sidewalk planters, benches, refuse/recycling containers, and bicycle racks.

ANALYSIS

Zoning and Development Standards

The proposed project is located on Washington Boulevard, within the City's TOD area approximately 550 feet from Metro's Culver City Expo Line Station. The CG Zone allows non-residential development, including a variety of commercial uses, such as offices, retail, personal services, and restaurant. The proposed commercial building will consist of a mix of office, retail, restaurant, and ancillary support spaces, as allowed by the Zoning Code.

The project conforms to the Culver City Zoning Code and is compliant with the Commercial General (CG) Zone development standards, including setbacks and height limit of fifty-six (56) feet, as well as the requirements of the Commercial Zero Setback Overlay (-CZ) applicable to the Washington Boulevard frontage. There are no required street facing setbacks in the CG zone, while the -CZ overlay requires a street facing zero setback at the ground floor with allowances for plazas, hardscape, outdoor dining and other urban and pedestrian amenities; the new building will be set back 9'-11" to 14'-11" beyond the 10' sidewalk along the Washington Boulevard frontage creating approximately 20' - 25' feet of pedestrian space. The proposed setback is consistent with the goal in the TOD District to allow for the provision of pedestrian amenities and enhanced walkability. The setback will accommodate outdoor dining, landscape planters, and other ground level improvements. As noted in the Project Summary (Attachment No. 4), the proposed development conforms to the regulations of the CG Zone.

Architectural Design

The office building is oriented towards Washington Boulevard and reflects a modern architectural style, with the elevations primarily characterized by straight diagonal lines with slight curves at various corners, creating various geometric shapes and angled features. The four (4) story structure contains custom molded glass fiber reinforced panels on all elevations, with large glass storefronts at the front façade, and a curtain wall system of glass windows and doors on the north and south façades, allowing natural light into the building interior. The east and west elevations are characterized by a more simplified architectural treatment, adding a series of integrated white LED accent lighting strips to the white custom molded glass fiber reinforced panels. The ground level of the south elevation, which is setback approximately twenty-five (25) to twenty-eight (28) feet, will be comprised of light grey stucco walls and four (4) aluminum roll-up doors that access the automated parking bays. The building incorporates a "green" roof with minimal parapets, and with roof-mounted structures with metal and stucco finishes, and a rooftop wooden deck area with pedestrian pavers consisting of landscaped planters and seating areas.

The design and street view is further enhanced by the incorporation of glass balcony guardrails, and integrated white LED accent lighting, and is articulated by recessing select segments of the glass curtain wall

system and by the variation of shapes created by the diagonal fiber panels. The overall building footprint shape is asymmetrical, with numerous angles throughout, and with the upper floors cantilevered over the first floor at the north and south elevations, which further serves to define and shape the building's architecture. The building is also articulated by the changes in the building angles to create different planes in the building, with the building narrowing as it extends from east to west. The color palette will consist of light, neutral tones, primarily white with shades of grey. The design concept as described by the project architect relates to a brain, creating a membrane with cellular abstract shapes from glass fiber reinforced panels that frame glass panels, while integrated LED lighting strips weave throughout the façade, mimicking neurotransmitters and synapses in the brain. Overall, the design, scale and massing of the proposed project is compatible and complimentary to the newer projects in the TOD area including the Platform, Access, and Ivy Station projects and will add to the enhanced architectural character of the District.

Parking and Circulation Requirements

The minimum Zoning Code required off-street parking for office and retail is one space per 350 square feet of gross floor area, while restaurant uses requires one space per 100 square feet. Pursuant to these requirements, the project is required to provide a minimum of 211 off-street parking stalls based on the provision of 59,325 square feet of office, 2,878 square feet of retail and 3,184 square feet restaurant space. The project will provide a total of 212 off-street parking spaces, of which 207 will be provided within a subterranean automated parking structure and the remaining five (5) spaces will be provided outdoors on the ground level. In addition, the minimum Zoning Code required bicycle parking spaces is seventeen, seven short-term and ten long-term spaces. The project provides a total of twenty-eight bicycle parking spaces including twelve short-term spaces provided in the public right-of-way and sixteen long-term spaces provided within a designated and secured bicycle parking storage room onsite.

Vehicular access to the site and proposed parking is provided by means of a new two-way twenty-five foot wide driveway located in the westerly side of the building, in compliance with the minimum driveway requirements of the Zoning Code and designed to meet the standards of the Public Works Department. The sixty foot long driveway travels underneath the upper levels, connecting Washington Boulevard to the rear of the site. The driveway then curves easterly as it approaches the rear of the site, becoming parallel with Washington Boulevard for approximately 180 feet, where five ground level short term parking spaces and four garage bays or lifts to the subterranean parking are located. The ground level spaces include one ADA compliant space, with the remaining four spaces intended to provide short-term parking for visitors/patrons. The short terms spaces also serve as loading spaces for rail-hailing car services such as Uber and Lyft and for small to medium sized truck deliveries. The circulation area provided is sufficient to allow for vehicles to enter the site, turnaround, and exit in a forward direction, as well as access and maneuvering for emergency and maintenance vehicles.

Automated Parking

On January 23, 2017, the City Council adopted an Ordinance that amended the Zoning Code to allow automated parking for non-residential uses citywide, subject to approval of a Site Plan Review if associated with a new building and submittal of a parking operations plan describing the number of parking attendants and working hours, methods for automobile storage and retrieval during nonbusiness hours, provisions for over-sized vehicle parking, handicapped parking, and short term parking, and any other potential neighborhood impact information determined necessary by the City.

Pursuant to the recently adopted Ordinance, a request for approval of automated parking must also include a site plan identifying access locations and queuing; must demonstrate the automated system will be located within a permanent structure and appropriately screened; must include technical studies demonstrating that

the proposed design and operation of the automated parking will not be detrimental to surrounding uses and properties in the vicinity, relative to noise, visual impacts, and area parking and circulation; and must demonstrate alternative back up power for emergency operations will be provided.

In accordance with the above requirements, the applicant has provided a Preliminary Parking Operations Plan (Attachment No. 5), which addresses these items as specified in CCMC Section 17.320.025.G. Vehicular access to the subterranean parking structure would be from four (4) loading bays/vehicular lifts through which vehicles are transported to an automated parking aisle system based on a rack and rail system where the vehicles are stored on a shelving system. Upon entering the project site, the office employee/visitor would be directed by a parking attendant or the digital automated parking guidance system to an available loading bay with an open garage door. The operations plan specifies the automated system will be in operation daily between 7:00 am and 1:00 am and will have employee and public self and attendant assisted parking, with 1-2 attendants available during non-peak hours and 3-4 available during peak hours to provide parking assistance.

Available bays would have a green light indicator while bays in use would have a red light indicator. Either the office employee/visitor or attendant would pull the vehicle into the available loading bay. Once the vehicle is positioned in an available loading bay, the office employee/visitor or attendant would shut down the engine, secure the parking brake, and exit the vehicle and loading bay. The ticket dispenser, which is located outside by the garage bay doors, would issue a parking ticket that is digitally attached to the vehicle. The parking system software would analyze the vehicle to determine its size and overall shape and then determine the best parking location within the shelving system. The vehicle would then be transferred including its dedicated parking platform from the lift to a shuttle, which would bring the vehicle adjacent to its final parking stall. The platform would then be pushed into the parking position within the shelf. Upon retrieval of the vehicle, the office employee/visitor or attendant would feed the parking ticket into one of the four automated parking kiosks. The parking system software would locate the vehicle and then a shuttle would retrieve and transport the vehicle towards the nearest available vehicular lift. The automated ticket kiosks would inform the office employee/visitor or attendant to proceed to the respective loading bay where the vehicle would be returned. Once the lift has retrieved the vehicle and placed into the loading bay, the garage door would open to allow entry to the vehicle and to exit the bay.

The retrieval rate would be dependent on the location of the vehicle and range between 65 seconds per vehicle to 150 seconds (2.5 minutes) per vehicle. A majority of the spaces (153 of 207) can be retrieved within 65-90 seconds. The retrieval rate is the speed of the system and does not include the time associated with loading, unloading, etc. that would comprise of the overall processing rate. The processing rate is dependent primarily upon the vertical and horizontal distance a vehicle has to be transported to and from its parking space, whether the space is a tandem space or not, etc. The (non-tandem) spaces closest to the elevator shaft take the least amount of time to process while those spaces farthest from the elevator shaft take the most amount of time to process. A processing rate of 90 seconds per vehicle would be available in the automated parking structure for approximately 50 spaces per level (total of 150 spaces). The traffic study prepared for the project further analyzes the proposed operations, with an emphasis on the queuing and circulation. In summary, the traffic study determined there is sufficient queuing area and system capacity to accommodate incoming trips during peak demand based on the system throughput and retrieval times.

Due to the location of the automated parking within a subterranean structure, there are no visual impacts. Similarly, any potential noise from the system would be generated by the operation of the aluminum roll-up doors; however, this is addressed by the design of the door and will include mechanisms to prevent sound from the door meeting the ground and to seal in and further dampen any potential noises from the opening and closing of the roll-up doors. As a result, the operation and maintenance of the automated parking would not create a noise impact upon surrounding uses. The building will include a specific room developed to house the backup power required to maintain operations in an emergency situation. In addition, the operations plan includes an alternative parking plan (refer to page 10) in the event of non-operation, which is required to be submitted within three (3) days of any non-operation exceeding two business days due to

system failure. Therefore, the project is conditioned to require the submittal of a final alternative parking plan upon the occurrence of each non-operation event. In addition, any future changes to the uses/tenants occupying the building will require the submittal of an updated/revised parking operations plan.

Loading and Trash Operations

Per CCMC Section 17.320.050, loading spaces are required for non-residential buildings and uses that meet certain criteria. Based on these standards, the project is required to provide one small loading area measuring 8 feet, 6 inches in width by 18 feet in depth. Loading for retail, restaurant, and office uses would occur in the short term parking spaces located on the ground level in the rear of the restaurant portion of the building. Delivery vehicles would access the site through the entrance/exit driveway along Washington Boulevard. Access for deliveries would be from the building's rear office lobby/hall entrance. Delivery vehicles would not block access to the four loading bays/vehicular lifts.

A trash and recycling room designated for use by all tenants is located on the ground level behind the bike storage facility located in the western portion of the site. All trash would be collected by on-site maintenance and collectively disposed or recycled. The project would foster recycling of reusable materials (i.e., cardboard, plastics and aluminum) by providing dedicated and easily accessible bins. Trash and recycling bins would be pulled from the trash and recycling room and preliminarily staged in the southwestern portion of the project site near the trash room. The bins would be transported by the City's scout/stinger service truck to the final staging area, located curbside on the northwest corner of the project site along Washington Boulevard. Due to limited staging area on the street, the bins would be staged by type and be based on a separate pick up schedule (Trash Bins vs. Recycling Bins). Trash trucks would pick up the bins at this final staging area.

Traffic and Circulation

A detailed Traffic Study was prepared for the proposed project by Raju Associates, Inc., dated February 2017 (Attachment No. 6). The traffic study was reviewed and accepted by the City's Traffic Engineer. The report analyzed existing and future (year 2018) traffic conditions, with and without the proposed project, with focus on 26 intersections in the vicinity of the project site, of which 12 are located in the City of Los Angeles. In addition, as part of the study, a street segment and parking/access/queuing analysis, Congestion Management Program (CMP) analysis, and freeway impact screening analysis were prepared. Based on the traffic study, a net total of 100 AM peak hour trips and 124 PM peak hour trips are projected to be generated by the proposed project. The results showed that under the "Cumulative Future plus Project" conditions, which considers the project as well as thirty-three related projects within the study area, 20 of 26 study intersections would have a morning peak hour Level of Service (LOS) of D or better, while 19 of the intersections were projected to operate at LOS D or better in the evening peak hour. Further, less than 50 trips would be added to the nearest CMP arterial monitoring locations, and less than 150 to the nearest mainline freeway monitoring locations. In short, the study concluded that the proposed project would not create any significant impacts and no mitigation measures would be required.

Mobility and Active Transportation

Like most TOD projects currently under review for discretionary permits, the applicant has incorporated in the design and operation of the proposed project, various mobility elements for customers and employees within the building to encourage active transportation and address first and last mile options to and from the Expo Station. The project's central location in the TOD District and proximity to the Culver City Expo Station presents an opportunity to improve local and regional mobility through the following measures:

Bike Mobility

1. Bike friendly design with ample short and long term bike parking: The project will provide above and

beyond the City's Bicycle and Pedestrian Master Plan requirement of 10 long term stalls and 7 short terms by providing 16 long term bike stalls in a dedicated bike storage facility onsite and 12 short term bike stalls within the public right of way, consistent with the City's TOD streetscape plan.

2. Bike Share and Valet: The project will include a privately operated bike share service that includes 15 bicycles. These bikes can be picked up and dropped off at WeWork located in the Hayden Tract and at Platform. In addition, bike valet parking which is currently offered at Platform will be extended to employees and customers of the 8888 Washington development.
3. Bike Lanes: The Project is required to dedicate 5 feet of property along the entire project site frontage, which will enable the extension of the bike lane along the south and north side of Washington Boulevard in front of the project site.

Transit Passes

4. TAP Cards: The project will provide Metro Tap cards to encourage and promote use of public transportation, including nearby rail and bus lines. For each new commercial lease on this property including office, retail and restaurant lessees, the applicant will require those lessees to provide Metro's Business Transit Access Pass (B-Tap) cards for a minimum of 50% of the employees for one year following lease up.

EV Charging Stalls

5. 11 EV parking stalls will be available in the automated parking facility and 2 in the short term parking area.

Ride Share Short Term Parking

6. The project will designate one of the short term parking spaces for ride-hailing automobiles (i.e. Uber or Lyft)

ATSAC and Active Transportation Funding

7. In collaboration with the City of Culver City Public Works Department, the applicant will contribute a total of $100,000 towards the improvement of local transportation projects such as implementation of a citywide real time signal synchronization system (Automated Traffic Surveillance and Control - ATSAC), a citywide bike share system and the Expo to Downtown two way protected bike lane project.

Other Implementation Measures

8. Participation in the City's TOD District Visioning Program and related recommendations as applicable for TOD area wide improvements.
9. Availability of parking for the public and other area businesses during off-peak hours in the evening and on weekends.
10. Coordinated light rail, bus, car sharing and bike sharing programs in the project.
11. Contribution to fund mobility improvements such as area shuttle service (if provided).
12. Transportation Demand Management measures for office or retail employee including area commuter van pooling and car sharing.
13. Digital display signage also in the lobby that lists Expo light rail and local bus schedules. Also include flexibility in technology to include availability of future Car Share and City Bike Share systems.
14. Streetscape improvements consistent with the Washington/National TOD Streetscape Master Plan to create an attractive, pedestrian friendly environment.
15. Construction Management Plan that assess project construction impacts and provides effective recommendations to limit use of the public right of way (streets and sidewalks) during peak traffic periods to minimize impacts on area traffic circulation.
16. Alternative construction hours proposed to shorten project construction duration, when approved through

a City Council approved Temporary Use Permit.

Sustainability

The project is proposed to incorporate energy-saving and sustainable design, as well as carbon emission reduction measures, resulting in a LEED equivalent building. The project will be constructed utilizing conservation oriented practices such as recycling of demolition building materials, and using local and recycled products where possible, as well as using light weight glass fiber façade cladding to reduce the use of steel and, thus, the overall carbon footprint. In addition, the project is required to comply with the City's Mandatory Solar Photovoltaic requirements, as well as with the CalGreen mandatory commercial measures, and will feature a number of sustainable building features, such as storm water filtration and capture systems, green roof and permeable exterior paving surfaces to reduce storm water runoff, high efficiency heating and air conditioning systems, natural ventilation, dual and triple low emissivity glazing, and energy efficient lighting. Conservation conscious features will include water saving fixtures in all locations including waterless urinals, use of low water and drought tolerant plantings, irrigation timers with rain sensors, water meter installation for irrigation and monitoring for tenants, and other occupants that consume more than 1,000 gallons of water per day. The project will provide on-site recycling collection facilities to promote and facilitate recycling practices. In order to accommodate alternative transportation and current technology, the project is proposed to incorporate electric vehicle (EV) charging within the automated parking garage, and will be a condition of the project if approved. Further, the proposed automated parking facility itself promotes environmentally friendly principles by reducing the amount of space dedicated to parking facilities, as well as reducing emissions from idling and circulation activities typical of traditional parking lots and structures.

Open Space, Urban Design and Landscaping

The open space at the ground level along Washington Boulevard includes a streetscape design, consistent with the City's TOD Streetscape Plan that includes a ten (10) feet wide public sidewalk with pedestrian scaled street trees, tree grates, planters, benches, bicycle racks and trash/recycle receptacles. In addition, the project provides a pedestrian building setback to allow tables for outdoor seating and other street furniture to activate the pedestrian environment. Along a portion of the rear property line, the project will incorporate landscaping consisting of ground cover and vines for visual relief and screening of the backside of buildings abutting the project site.

The project maintains a good relationship to the street edge with ample floor to ceiling windows at the ground level along Washington Boulevard. A deep cantilever at the second floor level creates a portico effect along the street for the length of the Washington Boulevard frontage. The driveway to the automated parking garage is loaded at the westerly portion of the site, leaving the balance of building frontage for retail and restaurant related uses the supports pedestrian activity.

The project includes balconies, breezeways, and a "green" roof deck for use by office employees. The office component, on levels 2 and 4, is recessed creating balconies with wide opening façades to blend exterior and interior spaces and create an interaction of the office users with the urban surrounding. Level 2 of the office building includes a 663 square feet balcony situated within the central portion of the building along Washington Boulevard. Level 4 of the office building includes a 388 square feet and 326 square feet balcony, situated along the eastern and western portions of the building along Washington Boulevard. Two additional balconies, totaling 408 square feet and 409 square feet are situated along the eastern and western portions of the south elevation of the building.

The roof plan incorporates approximately 3,000 square feet of a pedestal wood deck area in the central portion of the roof with extensive green landscaped space surrounding the deck area (refer to Sheet L5.11 of the

conceptual landscape plans). The green space would be covered by a mix of plantings consisting of low-lying (approximately 1-foot high) sedum reflexum and senecio serpen, and clusters of leymus arenarius (glauca) (approximately 387 total, 3-feet tall). The green roof will also serve as a storm filtration system.

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 size, quantity, placement, utilization of drought tolerant species, in accordance with applicable Municipal Codes.

Lighting

Project lighting will include standard interior and exterior lighting for security and safety, where said lighting will include occupancy sensor lighting in all common areas, use of LED or other high efficiency lighting systems to implement the sustainability goals previously discussed. In addition, the building's architectural design incorporates as an accent feature, a series of integrated white LED strip lights, which are part of the overall building design theme of a brain and synapses. These lights are embedded into the exterior side walls, as well as the underside of the ground level façade, and will serve to complement the building design and enhance the appearance of the site. All on-site lighting fixtures, and in particular exterior lighting, will be designed and located to ensure the light produced is not excessively bright and does not shine onto or create glare on adjoining properties, as required by the Zoning Code. 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.

Noise and Vibration

The project will operate as a commercial development (office, retail, and restaurant) with a subterranean automated parking garage; thus, operational noise, including noise from traffic generated by the project, will be consistent with typical commercial and mixed-use development currently found along the Washington Boulevard corridor and surrounding transit oriented development district area, and would be less than significant as indicated in the Noise and Vibration Technical Report and Mitigated Negative Declaration (MND) prepared for the project. The report, prepared by ESA PCR and dated February 2017, documented noise measurements at the site, evaluated existing conditions, and identified sensitive receptors such as an existing multi-family residential building that abuts the project site along the southwest area. In addition, the report analyzed the project noise and vibration during the construction phase based on the type of construction (subterranean, shoring, etc.), construction activities (dirt hauling, excavation), and the equipment (dozer, grader, crane, compressor, etc.) to be utilized. The report determined that construction activities related to the project will generate temporary short-term noise, as well as vibration, at the project site.

As a result of the analysis, the noise and vibration report identified five (5) mitigation measures required to mitigate short-term construction impacts. An abbreviated summary of the mitigation measures are as follows:

- Noise-1: Utilization of the most effective noise control devices on equipment operated at the project site and proper equipment maintenance to ensure no noise is generated by worn equipment parts;

- Noise-2: Designation of a construction relations officer to respond to any concerns related to construction noise and vibration;

- Noise-3 Coordination of construction activities so that several pieces of equipment are not used simultaneously; and

- Noise-4 Installation of temporary noise barriers that provide a minimum of 20 dB noise reduction

between construction equipment and noise-sensitive receptors.

- Noise-5: To further mitigate vibrations, the report recommends phasing of construction activity; utilization of low-impact construction technologies; avoiding use of heavy vibrating equipment; and avoiding use of pile driving and drilling piles instead.

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 or excavated, not driven; that prior to any construction a licensed surveyor place survey marks and generate a detailed photo survey for submittal to the Building and Safety Division; and that the surveyor monitor the adjacent properties for any movement during the time of demolition, soils excavation, shoring, below grade construction, and grade level slab construction, and provide a weekly written report to the Building Official. As a result, with implementation of the proposed mitigation measures and compliance with the conditions of approval, the potential project impacts related to noise and vibration will be less than significant.

Construction Schedule and Management

In order to fully assess all anticipated aspects of the construction activities for the project, a Preliminary Construction Management Plan and a Preliminary Traffic Control Plan have been prepared for the project. The overall duration of construction activities would occur over approximately 18 months beginning in mid-2017 through late 2018. Construction activities for the proposed project can be organized into three categories, Demolition/Excavation and Subterranean Work, Structure Construction, and Off-site Work, with some overlap in the timeline of the work activities from each of the three (3) categories. Activities during one or more of these phases will include materials and refuse hauling, sidewalk closure along the project frontage, parking lane closure, and traffic lane closures, which will be properly coordinated in order to minimize any disruptions to normal daily activities, including traffic circulation.

The project is subject to compliance with several conditions of approval during construction. These include compliance with allowed construction hours, noise regulations, staging, equipment use and idling, site maintenance, dust control, construction related parking, vehicle queuing, use of certified flag persons, etc. These conditions of approval will serve to ensure there are no negative effects or significant impacts related to the construction, including noise impacts to the adjacent uses and in particular to the existing multi-family residential building located to the southwest of the project site. Construction employee parking will be made available at 8850 Washington Boulevard (Platform parking structure), so as to not impact surrounding public streets. Access to the site is available from Washington Boulevard only; therefore, all deliveries and construction access will occur from this artery. The Preliminary Traffic Control Plan delineates all proposed haul routes, which will be subject to final approval by the Culver City Public Works Department. Due to the project design and site location, space for on-site staging of materials, equipment, portable restrooms and wash stations, and construction trailer is very limited. As a result, the adjacent sidewalk and parking lane along the project frontage will be closed for much of the construction period; the area is proposed to be secured with a six (6) foot high chain-link fence and “k-rail” barricades. As noted in the preliminary construction management and traffic control plan, appropriate signs, barricades, and delineators will be provided to guide pedestrians and motorists safely through or around the construction adjacent streets.

The construction management plan and traffic control plan incorporate an ongoing community outreach strategy to maintain all the various stakeholders informed of the construction activities, in particular those activities such as lane closures that may affect surrounding streets and neighborhoods. In addition, biweekly meetings with City staff are also an integral part of the plan in order to coordinate activities related to concurrent construction in the surrounding area (e.g. Ivy Station, etc.). Review of the Preliminary Construction Management Plan and Preliminary Traffic Control Plan by applicable City staff indicates the documents

adequately address foreseeable construction activities and constraints. A final Construction Management Plan and Traffic Control Plan, as well as a Pedestrian Protection Plan, will be submitted for review and approval by all applicable divisions/departments prior to the issuance of a building permit. In addition, as conditioned by the Building Safety Division, the details of construction management plan and traffic control plan, such as construction staging, are subject to adjustment by City staff as deemed necessary and appropriate to preserve the general public safety and welfare.

Neighborhood Compatibility

The project site is located along Washington 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 mixed-use, creative office, retail, restaurant, and light industrial uses. The area includes an eclectic mix of older traditional style buildings, remodeled buildings with contemporary enhancements, and new buildings such as the recently completed Access Culver City and Platform projects. As noted above, the design, scale and massing of the proposed project is compatible and complimentary to the newer projects in the TOD area including the Platform, Access, and Ivy Station projects and will add to the architectural character of the District. The proposed 12 foot rear setback at the upper levels and 25 foot wide driveway area provide ample separation between the project site and the abutting uses, in particular to the south, such that there will not be any compatibility conflicts. In addition, care will be taken in selecting landscaping and lighting to ensure compatibility with the proposed building and surrounding uses and development, and that there are no visual nuisance conditions created. The proposed project is well designed and consistent with the intent of the CG Zone and the General Corridor 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 public outreach for discretionary projects the City has required up to three community meetings prior to the formal Public Hearing. At these community meetings, the applicant invites interested persons to learn about the development project, provide comments and feedback, as well as to share any concerns regarding the proposed project. As part of the project review process, and pursuant to the City's Community Outreach Guidelines, the applicant held two community meetings. The first community meeting was held on Monday, February 1, 2016, during the preliminary phase of the application process and the second community meeting was held on Tuesday, September 6, 2016, during the formal application phase of the review process.

Among the topics of discussion with attendees, were parking/circulation, landscaping/open space, overall area development and visioning, and construction activities. The project team addressed the comments and questions from the community and no specific objections to the project were raised. As there were no significant issues to address and no changes to the overall project design as a result of the two community meetings, a third meeting was not scheduled.

Public Hearing Notification

On February 28, 2017, the site was posted and a public notice was mailed to all property owners and occupants within a 1,000-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 not received written public comment on the proposed project.

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. Air Quality - Short-term air quality impacts related to particulate and exhaust emissions and pollutant concentrations from construction activities.
2. Biological Resources - Potential impact to the movement (and nesting) of wildlife species, related to removal of existing landscape.
3. Cultural Resources - Potential impacts to previously unknown archeological and paleontological resources and to previously unknown human remains during construction activities, such as grading and excavation.
4. Geology/Solis - Potential impacts related to seismic ground shaking due to the project site's proximity to the Newport Inglewood Fault, San Andreas Fault, and other large active faults in the region; seismic-related ground failure, including liquefaction, due to the site's location within an area identified as potentially affected by earthquake induced liquefaction; ground and soil stability hazards; and expansive soil risks.
5. Hazards and Hazardous Materials - Potential impacts related to the possible release of hazardous materials (e.g. lead, asbestos) during demolition/construction activities, as well as the possible migration of volatile chemicals and other contaminants in the subsurface through the soils, and release or handling of hazardous emissions, materials, and/or substances within a quarter-mile of a school, due to the removal of impacted soils (e.g. during excavation).
6. Hydrology/Water Quality - Potential water quality impacts related to construction activities (e.g. excavation) and removal of possibly contaminated groundwater from the site.
7. Noise - Temporary construction related noise and vibration impacts to surrounding properties.
8. Public Services - Potential impacts related to fire and police protection services during construction phases.

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 March 1, 2017 through March 22, 2017. A "Notice of Intent to Adopt a Mitigated Negative Declaration" for the Project was posted by the County of Los Angeles from March 1, 2017 through March 22, 2017. 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 1,000 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 proposed office, retail, and restaurant project will enhance the TOD area which is emerging into a vibrant and mixed use transit-oriented development hub connecting key activity centers such as Downtown Culver City, the Helms Bakery Complex, the Culver City Arts District/East Washington neighborhood and Hayden Tract area. The project building has been designed with setbacks and façade features that create a

pedestrian scale environment and incorporates a site design that will further enhance the appearance of the Washington Boulevard corridor. The project will incorporate numerous mobility and sustainability features that will complement the City's general goals of moving towards a more environmentally sound community. 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 less than significant impacts as conditioned. Based on the proposed preliminary development plans (Attachment No. 7) 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, P2016-0050-SPR, can be made as outlined in Resolution No. 2017-P005 (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. 2017-P005 with Exhibit A - Conditions of Approval
2. Initial Study/Mitigated Negative Declaration (IS/MND) dated March 1, 2017
3. Vicinity Map
4. Project Summary
5. Preliminary Automated Parking Operations Plan by City Lift, dated February 2017
6. Traffic Study prepared by Raju Associates, Inc., February 2017
7. Preliminary Development Plans