



City of Culver City

Mike Balkman Council
Chambers
9770 Culver Blvd.
Culver City, CA 90232

Staff Report

File #: 26-211, **Version:** 1

Item #: PH-4.

PC - PUBLIC HEARING: (1) Approval of a California Environmental Quality Act (CEQA) checklist pursuant to CEQA Guidelines Section 15168 determining that the environmental effects of the operation are within the scope of the Culver City Plan 2045 and Zoning Code Update Certified Programmatic Environmental Impact Report and (2) Consideration of Site Plan Review, Tentative Parcel Map, and Extended Construction Hours (Project P2024-0190-SPR/TPM) to allow development of a mixed-use project with 1,077 residential units and 5,772 square feet of commercial space on a site located at 5757 Uplander Way

Meeting Date: November 12, 2025

Contact Person/Dept: Peer F. Chacko, Senior Planner
Emily Stadnicki, Current Planning Manager

Phone Number: 310-253-5755 / 310-253-5727

Fiscal Impact: Yes [] No [X] **General Fund:** Yes [] No [X]

Public Hearing: [X] **Action Item:** [] **Attachments:** Yes [X] No []

City Council Action Required: Yes [] No [X]

Public Notification: (Email) Public Notifications - Planning Commission (10/22/25); (Posted) City website (10/22/25); Social Media (10/23/25); (Mailed) Property owners and occupants within a 500 ft radius (10/21/25); (Posted) on-site sign (10/22/25); (Email/Posted) Meetings and Agendas - Planning Commission (11/07/25)

Department Approval: Mark E. Muenzer, Planning and Development Director (11/6/25)

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution (1) Approving a California Environmental Quality Act (CEQA) checklist pursuant to CEQA Guidelines Section 15168 determining that the environmental effects of the operation are within the scope of the Culver City General Plan 2045 and Zoning Code Update Certified Programmatic Environmental Impact Report; and (2) approving a Site Plan Review, Tentative Parcel Map, and Extended Construction Hours (P2024-0190-SPR/TPM), to allow development of a mixed-use project with 1,077 residential units and 5,772 square feet of commercial space.

PROCEDURES

1. Chair calls on staff for a staff report and Planning Commission poses questions to staff.
2. Chair opens the public hearing, providing the applicant and public the opportunity to speak.
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

Existing Site Conditions

The 8.34-acre property consists of 4 parcels occupied by 146,414-square-foot of one to two-story business park/office buildings, with surface parking and associated landscaping. The Project site fronts on Hannum Avenue to the north, Bristol Parkway to the west, and Uplander Way to the east and south, with 7 existing two-way vehicular access points along Uplander Way, and 1 existing two-way access point along Bristol Parkway. The Project has an approximately 16-foot downward slope from northwest to southeast. There are no street trees along the site frontages, and 334 onsite trees, none of which are identified as native or heritage trees.

Zoning/General Plan/Surroundings

The Project site is located in the Mixed Use High Density (MU-HD) Zone and is designated Mixed Use High in the General Plan 2045, with a permitted density of 100 units per acre. Three of the 4 existing parcels were included on the Housing Element Sites Inventory, the City’s list that tracks progress on specific parcels identified as suitable for new residential development. The Project’s 78 lower-income units do not meet the Sites Inventory projection of 441 lower-income units for this site. However, the Sites Inventory includes remaining sites with total capacity of 2,823 lower-income units. This provides a 1,111-unit (65%) surplus over the Regional Housing Needs Assessment (RHNA) allocation of 1,712 lower-income units, which is a sufficient buffer to enable the City to meet its share of the regional housing need.

As shown on Attachment 2 - Vicinity Map, the adjacent zoning and land uses are as follows:

ADJACENT ZONING AND LAND USES		
Location	Zoning	Land Use(s)
North	MU-MD	6-story office campus at 100 Corporate Pointe (across Hannum Avenue)
South	MU-HD	1- to 2-story offices (across Uplander Way)
East	MU-HD	2-story business park (across Uplander Way)
West	MU-HD	City Fire Station 3 (adjacent); 2-story medical offices (adjacent); 2-story offices (across Bristol Parkway)

The submittal includes an SB 330 application dated April 11, 2025; this limits the Project to the ordinances, policies, and standards that were in effect at that time. That includes the new Culver City General Plan 2045 and updated Zoning Code, but not the more recently adopted Objective Design Standards, Density Bonus and Other Incentives update, Subdivisions update, and Sign Code Amendment.

Project Description

The Project proposes demolition of all existing buildings and construction of a new 7-story (maximum 93’-6”), mixed-use development with 1,077 residential units (including 78 very low-income units), 5,772 square feet (sf) of ground-floor commercial space along Hannum Avenue, and 3 levels of semi-subterranean structured parking. The residential units consist of 145 studio apartments, 644 one-bedroom apartments, and 288 two-bedroom apartments. Detailed site, floor, roof, elevation, section, and landscape plans are provided in Preliminary Development Plans (Attachment 4).

The Project includes a total of 131,834 sf of onsite open space, including 36,516 sf of public open space (paseo) running north-south from Hannum Avenue to Uplander Way; 42,311 sf of outdoor common open space (courtyards, roof terraces); 40,077 sf of indoor common open space (amenity spaces); and 12,930 sf of private open space (patios, balconies).

The plans provide 1,303 vehicle parking spaces (1,283 residential spaces, 20 commercial spaces), 31 short-term bicycle parking spaces (3 commercial, 28 residential), and 274 long-term bicycle parking spaces (3

commercial, 271 residential). A proposed east-west driveway/fire lane connecting Bristol Parkway to Uplander Way provides access to 3 parking entrances, 2 residential loading spaces and a commercial loading space. A proposed north-south driveway connecting to Uplander Way provides access to a parking entrance and a residential loading space. An additional fire lane is provided with an access point on Uplander Way.

The Project includes an administratively approved Density Bonus and Other Incentives (DOBI) request pursuant to State Density Bonus Law and Culver City Municipal Code (CCMC) Section 17.580.075 (Attachment 5).

ANALYSIS

Site Plan Review

The Applicant is requesting Site Plan Review approval of the Preliminary Development Plans with conditions of approval, included as Exhibits A and B to Resolution No. 2025-P013. Pursuant to the Housing Crisis Act of 2019, the City cannot disapprove a housing development project or impose conditions of approval that would render the project unaffordable, unless based on a written finding of a specific adverse impact upon public health and safety.

Furthermore, pursuant to SB 330, a project may only be subject to adopted objective standards in place at the time of the SB 330 application submittal. The Site Plan Review must be conducted within these limitations imposed by State law. The sub-sections below summarize how the project complies with existing adopted objective standards.

Land Use and Development Standards: The Project proposes mixed use with residential and commercial uses consistent with the land use provisions of the MU-HD district. As proposed, it complies with all development and open space standards in the MU-HD district, with the exception of the items approved as Density Bonus waivers or concessions pursuant to State Density Bonus Law.

Although the City does not require parking, the Project provides parking to meet projected market demand and complies with City Code and Cal Green requirements for EV capable, EV ready and EV charger parking. The Zoning Code requirements for long and short-term bicycle parking, loading and refuse-handling are also met.

Additionally, the design meets or exceeds State of California Green Building Standards and Culver City's Green Building Program requirements. Sustainable features include renewable energy solar photovoltaics, Energy STAR-rated appliances, LEED Silver building design standards or better, reduced water usage through efficient indoor fixtures, landscaping using native plants, and drip irrigation systems with weather-based controllers. Project construction would use 100% low volatile organic compound paints, adhesives and sealants.

Urban Design: The Project is designed with a semi-subterranean parking structure wrapped with residential units, thereby screening the parking from the street. The height of the building as seen from the adjoining streets will be 7 stories, and facade articulation is used to reduce the impact of the height. A north-south paseo located at level 2 serves as a linear open space connecting Hannum Avenue to Uplander Way, via stairs and ADA-compliant ramps, that would remain publicly accessible during daylight hours.

The plans include a ground-level, community-serving commercial space fronting on Hannum Avenue adjacent to the entrance to the north-south paseo. The residential units are arranged around a series of common private courtyards at level 2 that connect to the north-south paseo.

Ground-floor residential units along the Uplander Way and Bristol Parkway frontages are designed with townhouse-style stoops/patios accessible from the adjoining sidewalks, thus contributing to street activation. The Hannum Avenue frontage is activated by the ground floor retail space and a plaza-style entrance to the

north-south paseo. Similar plaza-style entrance areas contribute to street activation on Uplander Way, the eastern and southern sides of the site.

A total of 44 street trees will be added along all frontages to meet the requirements of the Municipal Code. As proposed and conditioned, plans include a 5-foot right-of-way dedication on Bristol Parkway, and along Hannum Avenue, a 5-foot easement to widen sidewalks, with an additional 5 feet of private property to serve as a landscaped buffer.

Traffic and Parking Circulation: The Transportation Study (included within Attachment 11) estimated 3,640 net new daily external trips generated by the Project, including 186 net new morning peak hour trips and 215 net new afternoon peak hour trips. Due to the proposed land use change from office to residential, peak period traffic distribution patterns will shift, leading to negative inbound (am) and outbound (pm) trips. The Project is consistent with City plans, programs, ordinances and policies and would not result in any geometric design hazards; it provides adequate internal circulation to accommodate vehicular, pedestrian, and bicycle traffic without impeding traffic movements on City streets or introducing safety hazards for pedestrians, bicyclists or motorists.

The Vehicles Miles Traveled (VMT) analysis for residential uses found that the Project's daily household VMT per capita is 6.2, which is lower than the City average of 7.1. The Project is not required to perform a VMT analysis for the commercial use because it has less than 50,000 square feet of commercial space and is presumed to result in a less than significant VMT impact.

Mobility and Transportation Demand Management (TDM) Plan (Attachment 6): The design provides a pedestrian-friendly environment and includes walkways connecting pedestrian access points in the building to off-site facilities, rideshare, and transit. It provides on-site short-term and long-term bicycle parking spaces in compliance with the Code. The Project will include curbside pick-up and drop-off areas on Uplander Way and Hannum Avenue, an onsite Transportation Information Center with a designated Transportation Coordinator, and transportation information packets for new residents and employees. Subsidized ride hail service and transit passes will be provided for employees.

Tentative Parcel Map (included in Attachment 4)

The Applicant is seeking to combine 4 existing parcels and subdivide into 3 parcels consistent with the requirements of subdivision regulations in CCMC Section 15.10, and subject to conditions of approval. The 3 proposed parcels will facilitate phased construction, and the required affordable units will be distributed among the parcels (17 in Parcel 1, 36 units in Parcel 2, and 25 units in Parcel 3) in proportion with proposed residential densities, consistent with the provisions of State Density Bonus Law.

Extended Construction Hours Request and Construction Management (Attachment 7)

CCMC Section 9.07.035 limits construction hours to: 8:00 am - 8:00 pm Mondays through Fridays; 9:00 am - 7:00 pm Saturdays; 10:00 am - 7:00 pm Sundays. The Applicant is requesting to extend daily construction hours by starting at 7:00 am on Monday through Friday, and at 8:00 am on Saturdays.

CCMC Section 9.07.035.C allows approval of extended construction hours for sites of 1 acre or larger if determined to be in the public interest. The requested earlier weekday start would enable in-bound construction traffic to occur prior to the peak morning hours, reducing construction duration by 9 to 12 weeks for each of the 3 phases, a total reduction of approximately 7 to 9 months for the whole project. The extended hours would also increase construction crew safety by enabling certain tasks, such as crane erection and disassembly to be completed within a day's work and be subject to conditions of approval related to the Construction Management Plan.

The Applicant has submitted a draft Construction Management Plan (Attachment 9) outlining construction management responsibilities and process. It addresses issues such as site security and fencing, pedestrian

protection, community notification, construction hours, construction methodology, and logistics planning. The Plan also covers environmental issues such as noise and vibration management, dust and erosion control, and vector/pest control.

The sidewalks around the site are proposed to be closed during construction along Hannum Avenue and Bristol Parkway, however, pedestrian and bicycle access will be maintained through temporary methods to be approved by the City as part of a traffic control plan. A final Construction Management Plan will be reviewed and approved by the City prior to building permit issuance.

Alternative Time Limits and Project Phasing (Attachment 8)

Project construction will take place in 3 phases, and the applicant is seeking approval of alternative time limits and project phasing in lieu of the provisions in CCMC Section 17.595.030. The applicant is requesting a 2-year time limit for obtaining permits after entitlement approval for Phase I, and after the certificate of occupancy for the prior phase for each subsequent phase. Additionally, the applicant is seeking a 2-year time limit for initiating construction after issuance of the building permit for each phase to avoid overlapping construction periods. The alternative time limits, allowed by the Zoning Code, provide flexibility for implementation of this complex project (that is 3 times the size of a typical mixed-use project), allowing for more responsiveness to fluctuating financing and market conditions.

Density Bonus and Other Incentives (DOBI) (Attachment 5)

Pursuant to CCMC Section 17.580.075, the Project was administratively approved for a density bonus of 243 units (29.1%) for setting aside 9.4% of the base density (78 units) as very low-income units, as well as for the following concession and waiver of development standards:

- Building height concession of 37 feet, 6 inches, increasing from 56 feet to 93 feet, 6 inches;
- Waiver to reduce loading space clearance height from 14 feet to 12 feet, 9 inches, with a condition that the manager/operator of the development shall notify all new owners/tenants regarding the impact of the height limitation on the size of delivery vehicles that can be accommodated.

The Planning and Development Director must grant a specified density bonus if the project provides the required affordable units specified by affordability level and can only deny an incentive or concession by making a written finding based on substantial evidence that it does not result in identifiable and actual cost reductions, or it has a specific adverse impact upon public health or safety, or that it is contrary to state or federal law.

Additionally, the Director can only deny a waiver request by making written findings based upon substantial evidence that it would have a specific adverse impact upon public health and safety, or on properties listed on the California Register of Historic Resources, or that it is contrary to state or federal law, or that the standard doesn't preclude the residential development from achieving the density allowed under zoning and State law.

ENVIRONMENTAL DETERMINATION

Based on the Culver City General Plan 2045 and Zoning Code Update Certified Programmatic Environmental Impact Report (PEIR) analysis and pursuant to California Environmental Quality Act (CEQA) Guidelines, the City prepared a written checklist (Attachment 12) to evaluate Project-specific environmental impacts and determined that environmental impacts are "within the scope" of the Certified PEIR. Pursuant to CEQA Guidelines Section 15168(c)(2), no further environmental analysis is required.

COMMUNITY OUTREACH

The applicant exceeded the City's Community Outreach Guidelines, hosting 3 hybrid community meetings and one workshop-style in-person meeting. Community meeting minutes are included in Attachment 10 and summaries are provided below:

1st Community Meeting - January 18, 2024: 57 people attended, and issues raised included density, building height, traffic volume and accidents, parking, rental versus condo units, and displacement of existing office tenants. Appreciation was expressed for the proposed paseo/pollinator corridor, street trees, architecture, and community serving retail. Requests were made for inclusion of dog park/dog run, public art/exhibition space, maintenance/expansion of on-street bike facilities. Applicant clarified the early stage of project development and expressed appreciation for the input received.

2nd Community Meeting - July 16, 2024: 31 people attended, and issues raised included building height step backs, adequacy of parking, inclusion of a mobility hub, location of proposed retail, and concerns about density and its impact on utility capacity, traffic congestion, and on-street parking. Applicant noted that zoning does not require step-backs, but facade articulation features were included to reduce the visual impact of the building height based on community input received at the in-person workshop. Applicant also clarified that parking was provided based on anticipated demand, and transportation demand management measures such as bicycle parking, pedestrian amenities, ride share pick-up/drop-off areas, and a transportation information center were incorporated. Additionally, the applicant noted that the project would pay mobility impact fees that the City could use for roadway improvements.

3rd Community Meeting - September 9, 2025: 29 people attended, and issues raised included concentration of housing density in Fox Hills and its cumulative impacts, adequacy of parking (including guest and delivery vehicles), location of trash pick-up, water conservation measures, range of proposed unit sizes, definition of affordable units, and project phasing. Applicant clarified noted that the CEQA process was tiered off of the General Plan PEIR and both include studies to address cumulative impacts.

The workshop-style meeting held after the first community meeting by the applicant gave attendees the opportunity to provide feedback on alternative options for the Project's urban design and architectural treatment. The favored option was used for the final design.

A public notice was mailed to all property owners and occupants within a 500-foot radius of the Project Site on October 21, 2025, advising the public of a hearing at the regularly scheduled Planning Commission meeting on November 12, 2025. As of the writing of this staff report, no comments have been received.

FISCAL ANALYSIS

The project will be subject to impact fees to be collected at issuance of the certificate of occupancy.

CONCLUSION

Based on the proposed development plans, tentative parcel map, and recommended conditions of approval, the Project is adequately served by public facilities, and is consistent with the General Plan, Zoning Code, and all CCMC requirements as limited by the Housing Crisis Act, SB 330, and State Density Bonus Law. The Project will advance the City's housing supply and affordable housing goals as stated in the Housing Element.

With approval of extended construction hours, overall construction time and impacts will be reduced. Based on the analysis herein, staff asserts the findings for the Project entitlements as outlined in the proposed Resolution can be made and recommends that the Planning Commission approve the Project, as conditioned.

ATTACHMENTS

1. Proposed Planning Commission Resolution with Exhibits
2. Vicinity Map
3. Project Summary
4. Preliminary Development Plans dated 9/18/2025
5. DOBI Administrative Approval
6. Mobility and Transportation Demand Management Plan

7. Extended Construction Hours Request
8. Alternative Time Limits and Phasing Request
9. Draft Construction Management Plan
10. Community Meeting Minutes
11. CEQA Documentation

MOTION

That the Planning Commission adopt Resolution No. 2025-P013:

- (1) Approving a California Environmental Quality Act (CEQA) checklist pursuant to CEQA Guidelines Section 15168 determining that the environmental effects of the operation are within the scope of the Culver City General Plan 2045 and Zoning Code Update Certified Programmatic Environmental Impact Report and;
- (2) Approving Site Plan Review, Tentative Parcel Map, and Extended Construction Hours for Project P2024-0190-SPR/TPM, subject to conditions of approval as stated in the resolution.